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THESIS

ANALYSIS OF MATERIAL DISTRIBUTION FROM NSC SAN DIEGO
TO LOCAL CUSTOMERS

by

Jeffrey M. Eller
and
Robert T. Moore III

September, 1981

Thesis Advisor: Alan W. McMasters

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AN ANALYSIS OF MATERIAL DISTRIBUTION
FROM NSC SAN DIEGO TO LOCAL CUSTOMERS

by

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MASTER OF SCIENCE IN MANAGEMENT

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NAVAL POSTGRADUATE SCHOOL
September, 1981

ABSTRACT

On 1 October 1980 the wholesale support function of the Naval Air Station, North Island (NASNI) was consolidated with that of the Naval Supply Center, San Diego (NSCSD) according to the DOD Material Distribution Study and the Shore Establishment Realignment Program (SER V). If the consolidation is to be judged as a success, NSCSD must offer improved post-consolidation support to its local customers, especially the Naval Air Rework Facility (NARF) at NASNI. This thesis offers a general discussion and documentation of the pre-SER NSCSD local delivery system in order to form a baseline from which to measure future system performance and effectiveness. It specifically addresses NSCSD's local delivery organization, facilities, and resources, plus the identification of the local customer base and the volume of business they generate.

TABLE OF CONTENTS

I.	INTRODUCTION-----	14
	A. PURPOSE-----	15
	B. METHOD OF ANALYSIS-----	15
	C. SCOPE OF ANALYSIS-----	16
II.	MATERIAL/DOCUMENT FLOW ANALYSIS-----	19
	A. BACKGROUND-----	19
	B. ORGANIZATION-----	20
	C. PHYSICAL FACILITIES-----	24
	D. DOCUMENT FLOW ANALYSIS-----	34
	E. MATERIAL FLOW ANALYSIS-----	41
	F. VOLUME AND TYPE OF BUSINESS-----	48
III.	LOCAL DELIVERY SYSTEM-----	55
	A. BACKGROUND-----	55
	B. LOCAL CUSTOMER BASE-----	55
	C. LOCAL DELIVERY ORGANIZATION AND ASSETS-----	60
	D. DELIVERY SERVICES PROVIDED-----	66
IV.	LOCAL DELIVERY VOLUME OF BUSINESS-----	78
	A. DATA REDUCTION-----	78
	B. LOCAL DELIVERY WORK LOAD ANALYSIS-----	91
	C. VOLUME OF BUSINESS EXTRAPOLATION-----	115
V.	SUMMARY AND RECOMMENDATIONS-----	127
	A. SUMMARY-----	127
	B. RECOMMENDATIONS-----	129

APPENDIX

A. LOCAL CUSTOMER LIST-----	132
B. UMMIPS TIME STANDARDS-----	139
C. LOCAL CUSTOMER LIST BY REQUISITION SUBMISSIONS---	140
D. LOCAL CUSTOMER LIST BY SHIPPING DOCUMENTS-----	145
E. LOCAL CUSTOMER LIST BY WEIGHT AND CUBE-----	150
F. REQNS, ISSUES, WEIGHT AND CUBE DATA BY ZONE-----	155
G. ZONE PLOTS OF DATA-----	219
H. CURVE FITTING EQUATIONS-----	247
LIST OF REFERENCES-----	250
BIBLIOGRAPHY-----	251
INITIAL DISTRIBUTION LIST-----	252

LIST OF TABLES

1.	BROADWAY WAREHOUSE SPACE/UTILIZATION-----	28
2.	NCA WAREHOUSE SPACE/UTILIZATION-----	31
3.	LIST OF MATERIAL HANDLING EQUIPMENT-----	43
4.	SUMMARY STATISTICS OF ISSUES MADE-----	50
5.	BREAKDOWN OF SHIPMENTS-----	52
6.	MODES OF MATERIAL SHIPMENT-----	53
7.	NSCSD TRANSPORTATION HOLD TIMES-----	60
8.	LOCAL DELIVERY VEHICLES/EQUIPMENT-----	65
9.	SCHEDULED DEDICATED RUNS-----	70
10.	SEMI-SCHEDULED DEDICATED RUNS-----	71
11.	ZONE DELIVERY SCHEDULE-----	74
12.	NSC LOCAL CUSTOMERS AND ZONE DESCRIPTIONS-----	75
13.	TOTAL PALLETS OF MATERIAL MOVED BY NSCSD-----	79
14.	VOLUME OF CHILL AND FROZEN PROVISIONS MOVED-----	89
15.	TOP 21 CUSTOMERS BY NUMBER OF REQUISITIONS-----	94
16.	REQUISITIONS BY ZONE-----	96
17.	REQUISITIONS BY SUB-ZONE-----	96
18.	TOP 21 CUSTOMERS BY NUMBER OF SHIPPING DOCUMENTS--	98
19.	SHIPPING DOCUMENTS BY ZONE-----	100
20.	SHIPPING DOCUMENTS BY SUB-ZONE-----	100
21.	TOP 25 CUSTOMERS BY WEIGHT AND CUBE-----	106
22.	SHIPPING DOCUMENTS, WEIGHT, AND CUBE BY ZONE-----	106
23.	WEIGHT AND CUBE MOVED BY SUB-ZONE-----	107

24.	WEIGHT AND CUBE OF POSSIBLE FFT MATERIAL-----	107
25.	ABC ANALYSIS OF EXTENDED REQUISITION WEIGHT-----	113
26.	ABC ANALYSIS OF EXTENDED REQUISITION CUBE-----	113
27.	9 MONTH EXTRAPOLATION QTYS VS 9 MONTH ANALYSIS QTYS-----	122
28.	LOCAL CUSTOMER REQUISITION EXTRAPOLATION-----	122
29.	LOCAL CUSTOMER MATERIAL ISSUES EXTRAPOLATION-----	123
30.	LOCAL CUSTOMER WEIGHT AND CUBE EXTRAPOLATION-----	123

LIST OF FIGURES

1.	NSC SAN DIEGO ORGANIZATION CHART-----	21
2.	MATERIAL DEPARTMENT ORGANIZATION CHART-----	22
3.	LONG BEACH ANNEX ORGANIZATION CHART-----	25
4.	BROADWAY COMPOUND LAYOUT-----	27
5.	NATIONAL CITY ANNEX LAYOUT-----	30
6.	LONG BEACH ANNEX LAYOUT-----	33
7.	NSC SAN DIEGO ADP REQUISITION DOCUMENT FLOW-----	36
8.	NSC SAN DIEGO CODE 105 REQUISITION DOCUMENT FLOW--	37
9.	NSC SAN DIEGO ISSUE DOCUMENT FLOW-----	38
10.	BROADWAY COMPOUND ISSUED MATERIAL FLOW-----	44
11.	NATIONAL CITY ANNEX ISSUED MATERIAL FLOW-----	47
12.	NSCSD MAJOR CUSTOMER CENTERS-----	58
13.	NSC SAN DIEGO LOCAL DELIVERY ORGANIZATION-----	61
14.	CODE 30321 ORGANIZATION CHART-----	63
15.	CODE 30322 ORGANIZATION CHART-----	64
16.	NSC SAN DIEGO DELIVERY ZONES-----	73
17.	SAMPLE DRIVER'S DAILY LOG-----	81
18.	ABC ANALYSIS OF EXTENDED REQUISITION WEIGHT-----	111
19.	ABC ANALYSIS OF EXTENDED REQUISITION CUBE-----	112
20.	EXAMPLE OF WEEKLY REQUISITION DATA-----	117
21.	SAMPLE DATA PLOT-----	119
22.	SAMPLE CURVE FITTING PLOT-----	121

ACRONYMS AND ABBREVIATIONS

ADP	Automatic Data Processing
AMHS	Automated Material Handling System
ASW	Anti-Submarine Warfare
AUTODIN	Automatic Digital Network
BMHS	Bulk Material Handling System
CASREP	Casualty Report
CNO	Chief of Naval Operations
COMNAVAIRPAC	Commander, Naval Air Forces, Pacific
COMNAVSURFPAC	Commander, Naval Surface Forces, Pacific
DAAS	Defense Automatic Addressing System
DHF	Demand History File
DPDO	Defense Property Disposal Office
DOD	Department of Defense
EDF	Enlisted Dining Facility
FCF	Freight Classification File
FFT	For Further Transfer
FFV	Fresh Fruits and Vegetables
FMSO	Fleet Material Support Office
FY	Fiscal Year
GSK	General Stores Material
ICP	Inventory Control Point
IPG	Issue Priority Group
LBNSY	Long Beach Naval Shipyard

MCRD	Marine Corps Recruit Depot
MHE	Materials Handling Equipment
MILCON	Military Construction
MTIS	Material Turned In To Store
MTR	Mandatory Turn-in Repairable
NAB	Naval Amphibious Base
NC	Not Carried
NCA	National City Annex
NARF	Naval Air Rework Facility
NAS	Naval Air Station
NASM	Naval Air Station, Miramar
NASNI	Naval Air Station, North Island
NAVCOMMSTA	Naval Communications Station
NAVELEX	Naval Electronics System Command
NAVMTO	Navy Material Transportation Office
NAVSTA	Naval Station
NIS	Not-in-Stock
NISTARS	Navy Integrated Storage, Tracking, and Retrieval System
NOSC	Naval Ocean Systems Center
NRFI	Not-Ready-for-Issue
NRMC	Naval Regional Medical Center
NSC	Naval Supply Center
NSCSD	Naval Supply Center, San Diego
NTC	Naval Training Center
POE	Point of Entry
PWCSD	Public Works Center, San Diego

PWRS	Pre-positioned War Reserve Material
RFI	Ready For Issue
SOAP	Supply Overhaul Assistance Program
SER	Shore Establishment Realignment
SIMA	Shore Intermediate Maintenance Activity
SPCC	Ships Parts Control Center
SUBSUPFAC	Submarine Support Facility
SUPSHIP	Supervisor of Shipbuilding, Conversion, and Repair
UADPS	Uniform Automated Data Processing System
UIC	Unit Identification Code
USCG	United States Coast Guard

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I. INTRODUCTION

The Naval Supply Center, San Diego has as its mission to provide supply support services to assigned fleet units and shore activities and to perform such other functions as may be directed by the Commander, Naval Supply Systems Command. [Ref. 1: p. 1]

While the accomplishment of these objectives requires the performance of a myriad of tasks ranging from supply support to financial accounting, the principle function must be considered that of physical distribution; having the right material and getting it to the right place, at the right time.

In mid 1978, as a result of the Department of Defense's (DOD) Material Distribution Study and the subsequent Navy Distribution Facility Study conducted under the auspices of the Shore Establishment Realignment Program (SER V), the Chief of Naval Operations (CNO) directed the consolidation of the Naval Supply Centers and wholesale supply activities of the co-located industrial Naval Air Stations (NAS) in Oakland, San Diego, and Norfolk. [Ref. 2: pp. 29-31] This consolidation was predicated on the premise that supply support of the industrial activities and their customers would in no way be degraded and that measurable cost savings would be achieved.

A. PURPOSE

Before a local distribution system can be developed and implemented to accomodate the above consolidation, several events must take place, one of which is the documentation of the pre-consolidation system. This information is necessary to establish a database against which future systems may be compared. The intent of this thesis is to aid in the construction of such a baseline by documenting and analyzing the pre-consolidation local delivery material distribution system employed by the Naval Supply Center, San Diego (NSCSD).

B. METHOD OF ANALYSIS

This study employed a variety of data collection and analytical techniques to accomplish the above. As originally conceived, it was intended to rely primarily on NSCSD management reports, statistics, instructions, and internal studies to provide the requisite information. While these sources did provide a comprehensive overview of fiscal year 1980 distribution operations, they were not considered totally adequate. The principle problem involved in their use was that their summary nature lacked sufficient functional definition to allow the desired detailed analysis of the local delivery system.

In order to overcome this deficiency it was necessary to determine, by customer, actual weight and cube data for individual line items. To obtain this type of specific

information, computer tapes of NSCSD's Demand History File (DHF) and the Fleet Material Support Office's (FMSO) Freight Classification File (FCF) were utilized. The DHF is a sequential record of all material requests received by the Supply Center and contains information such as: the requisitioning activity and date; item and quantity requested; status of filling the request; and mode by which the material was shipped if the request has been satisfied. Similarly, the FCF is a sequential file of all material carried by the supply system and delineates among other things the item's unit of issue, weight, and cube. Therefore, merging these two files created a record of who ordered what volume and weight of material.

It should be noted at this point that even this procedure did not lend itself to a complete analysis because of several file mismatch problems. These specific deficiencies, as well as any other problems encountered in executing this study, will be fully discussed in the sections of this thesis where their effect was most pronounced.

C. SCOPE OF ANALYSIS

The following chapters address those major facets of the Supply Center's pre-consolidation operations which had a direct bearing on local customer support. More specifically, Chapter II outlines the requisition processing channels, material flow, and physical facilities of the Supply Center prior to 1 October 1980. Chapter III continues from the

narrower perspective of documenting the particular local delivery system employed by NSCSD at that time. To this end, it includes a discussion of the customer base served, the delivery zone plan, and the equipment utilized to satisfy their requirements. Chapter IV then analyzes the relative volumes of business and concludes with an extrapolation of the data to a full year. Finally, Chapter V presents the conclusions of this research and recommendations for completing the work begun here.

A rudimentary cost analysis of the NSCSD delivery operation had been intended as part of this thesis, however, after much research and deliberation it was eliminated. There were numerous reasons for not delving into the area of costs. A few of these reasons are listed below.

1. Cost data for the pre-SER movement of material by NASNI was not readily available. This information was considered essential as any cost analysis should take into account all pre-SER material movement costs, for both NSCSD and NASNI.
2. Material movement costs could not be accurately allocated between specific material handling functions. Indirect material movement costs should not be arbitrarily allocated based solely on a percentage of overall business. Such a method would only lead to incorrect extrapolations as most indirect costs cannot be allocated on a straight

percentage basis. Two examples of areas where this could cause problems are in the calculation of the indirect costs of packing and MHE attributable to local delivery material movement.

3. The lack of an adequate work measurement unit did not allow the pre-SER NAS and Supply Center costs of material movement to be analyzed. Any attempt to calculate an average unit cost for comparison purposed would have been impractical and misleading.

In summary, with the information available at this time, it was felt that any cost analysis would be too cursory to serve any useful purpose.

II. MATERIAL/DOCUMENT FLOW ANALYSIS

The purpose of this chapter is to provide a synopsis of the material and document flow patterns in effect at the Supply Center prior to consolidation. To this end, general descriptions of how requisitions were received and processed; issue documents generated and distributed; and material handled, stored, and prepared for delivery are presented in the following sections. Furthermore, this information is placed in proper perspective by detailing the organizational structure of the Supply Center's Material Department and Long Beach Annex operations, the physical restrictions imposed by their plant layout, and the overall volume of business performed by NSCSD.

A. BACKGROUND

The Naval Supply Center, San Diego was commissioned as a supply depot on 8 August 1922 and redesignated as a supply center on 18 September 1959. NSCSD is the major Navy supply depot in the Southern California region for retail and wholesale logistics support of fleet units and depot level maintenance activities servicing the surface, sub-surface, and since SER, aviation communities.

Prior to SER the operations of the center were physically located in four separate areas commonly referred to as the Broadway Compound, the National City Annex (NCA), the Point

Loma Annex, and the Long Beach Annex. Although each of these locations performed many interrelated functions, they could also be distinguished by unique aspects of their operations or purposes for which their facilities were utilized. In this regard, the Broadway Compound can be viewed as housing the principal administrative offices of the command and as serving as the storage site of all binnable material, while the National City Annex can be viewed as primarily devoted to bulk storage, 32nd Street Naval Station customer order consolidation, and out-of-area shipping. Similarly, the Long Beach Annex's major functions are area support and storage of Ships Parts Control Center (SPCC) not-ready-for-issue (NRFI) and ready-for-issue (RFI) repairables.

The Point Loma Annex is solely involved in the supply and handling of petroleum products, and since its function was not affected by SER, its operations will not be discussed.

Due to the diversity of functions and operations at these locations, the following sections will contain, where applicable, a separate subsection for each of them.

B. ORGANIZATION

As shown in Figure 1, the Material Department (Code 300) is one of eleven functional units comprising the Naval Supply Center. Its responsibilities encompass the operations of storing, receiving, and issuing material. As displayed in Figure 2, five divisions and two staff offices comprise the department.

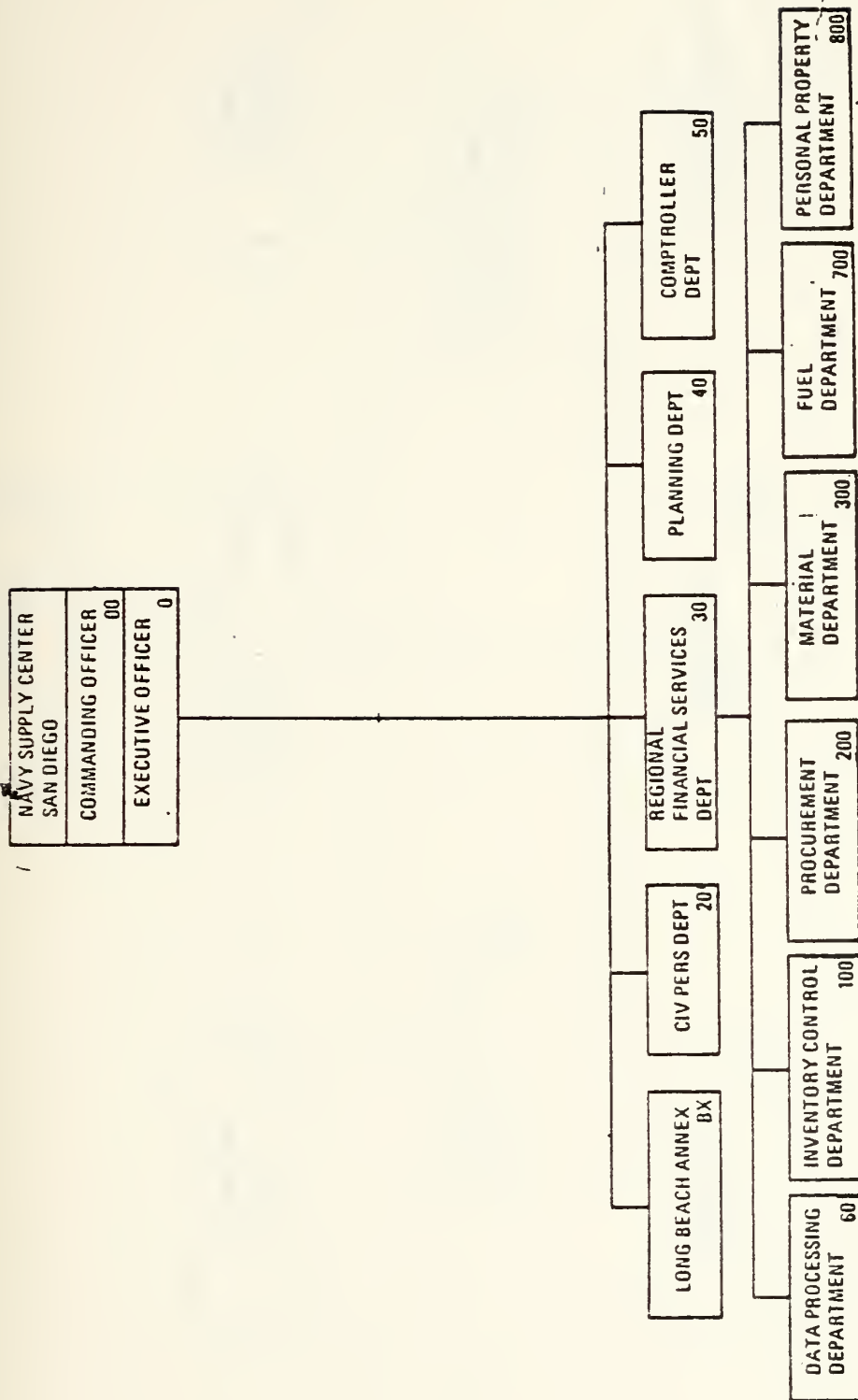


Figure 1: NSC SAN DIEGO ORGANIZATION CHART

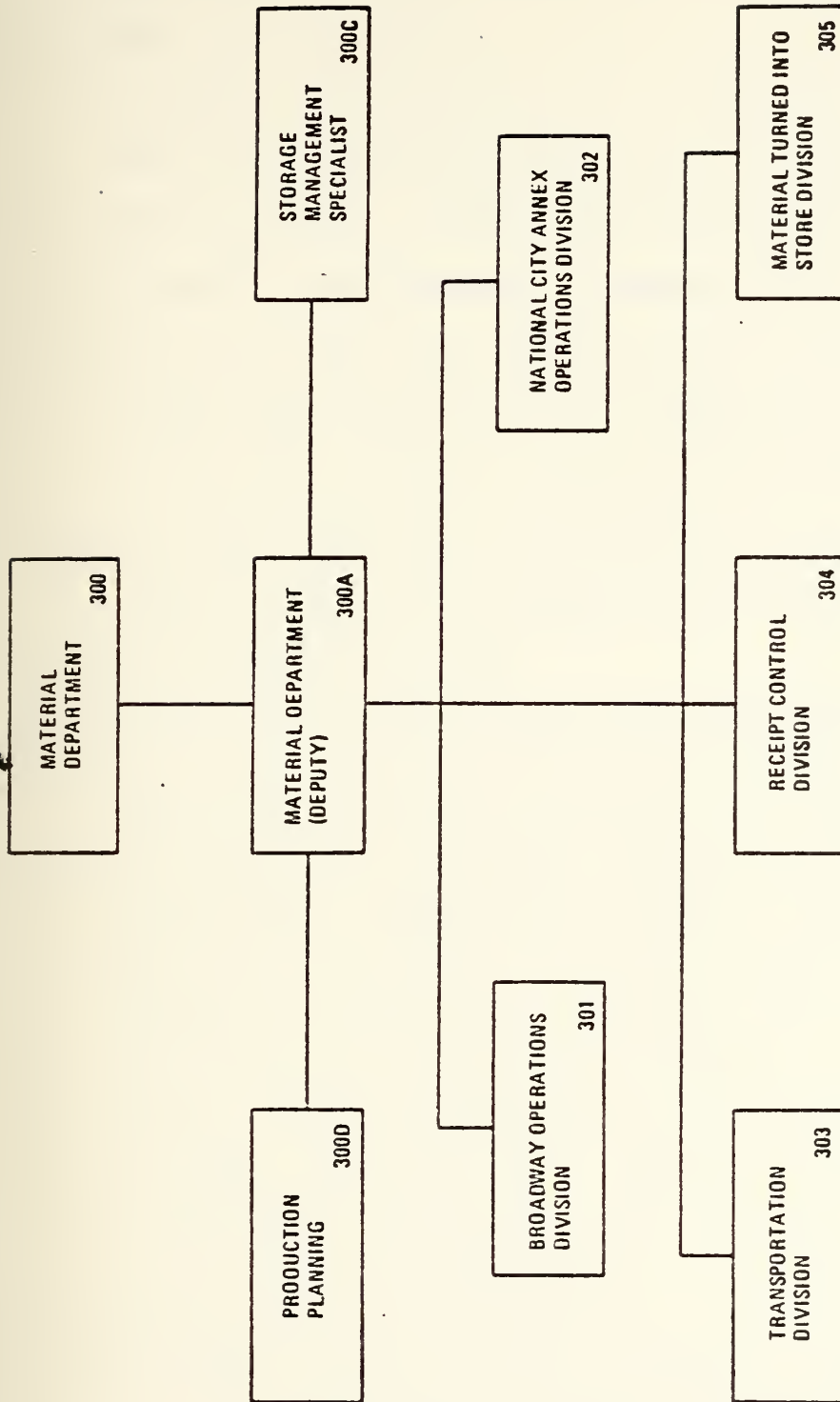


Figure 2: MATERIAL DEPARTMENT ORGANIZATION CHART

A brief summary of each division's functions is presented below [Ref. 1: pp. 19-86]:

1. Broadway Operations Division (Code 301) administers and coordinates the operations of receiving, inspecting, storing, issuing, and packing of all material stored at the Broadway Compound.
2. National City Annex Operations Division (Code 302) administers and directs the functions of receiving, inspecting, storing, issuing, and packing of all material stored at the National City Annex. In addition, they are responsible for the management of all repairable items.
3. Transportation Division (Code 303) sorts local delivery material at both the Broadway Compound and the National City Annex, schedules and operates automotive equipment and straddle trucks for local delivery of material, assigns and operates weight-handling and construction equipment, arranges for water cargo transportation, and coordinates the movement of freight and placement of commercial transportation equipment for loading, unloading, and consolidation of shipments.
4. Receipt Control Division (Code 304) is responsible for the processing of receipt documentation, ensuring compliance between material ordered versus material received, and initiating discrepancy documentation.

5. Material Turned in to Store Division (Code 305)
monitors, coordinates, receives, and stores material turned in to store.

As indicated by Figure 3, the Long Beach Annex operation also maintains its own material branch (Code BX3) which is responsible for receiving, inspecting, storing, and issuing all material received by and issued from the Annex. They also have the responsibility of shipping material as required.

C. PHYSICAL FACILITIES

As stated in the background section of this chapter, NSCSD is required to operate a major material distribution system without a totally co-located physical plant. The dispersion of major functions between the Broadway Compound, the National City Annex (five miles to the southeast), and the Long Beach Annex (120 miles to the north) adds a degree of complexity to the integration of their operations which is not faced by the other SER locations. The following subsections delineate the facilities maintained at each location and the uses for which they are employed.

1. Broadway Compound

The Broadway Compound is located on the waterfront at the edge of downtown San Diego. The total complex consists of seventeen major structures of which eight, containing approximately 217,000 square feet of net storage space (gross space excluding structural members, aisles, office spaces, and other fixtures) are utilized for material handling and

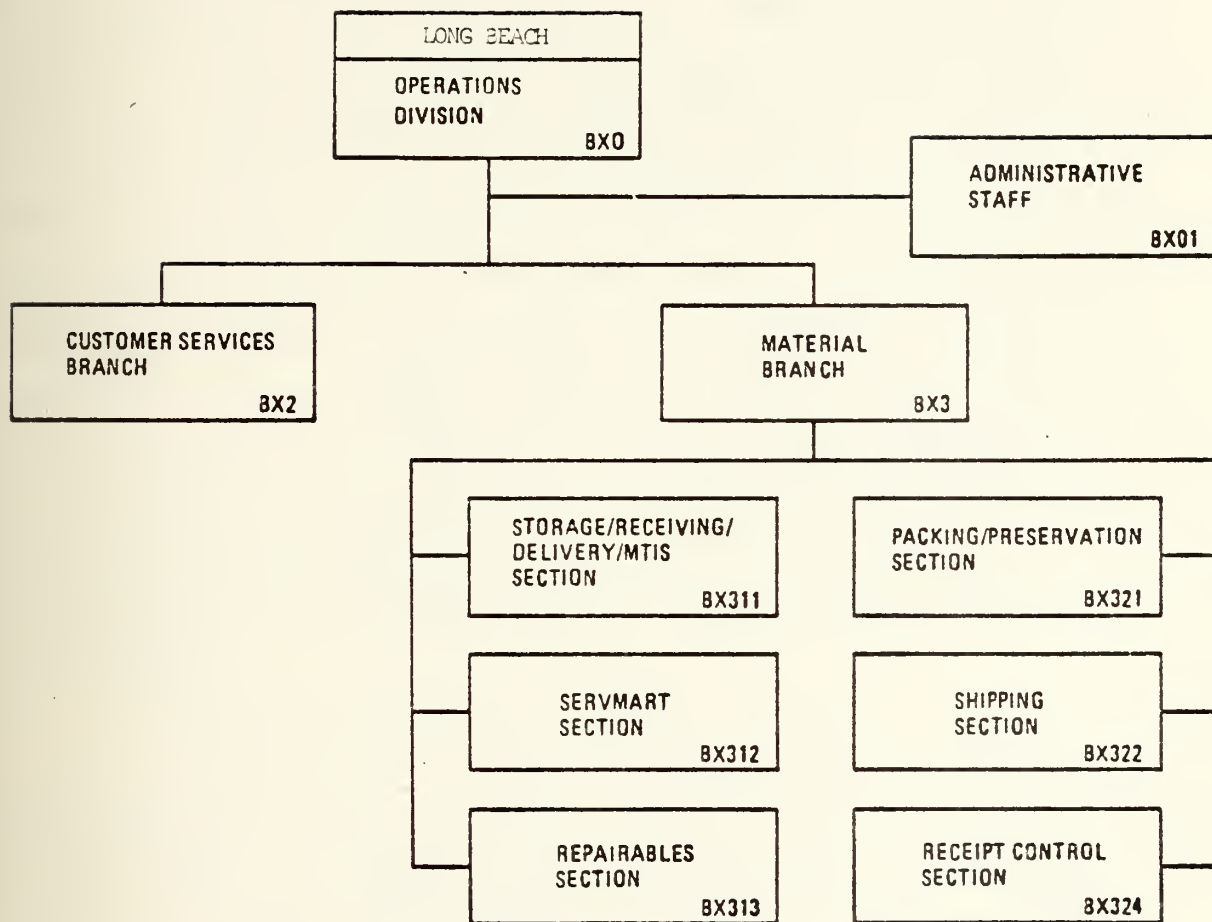


Figure 3: LONG BEACH ANNEX ORGANIZATION CHART

warehousing purposes. Figure 4 portrays the layout of the compound and Table 1 displays by building number the available storage space and material kept in each.

Of particular interest from a facilities standpoint are Buildings 11 (packing and shipping operations) and 12 (binnable storage) since they are the only locations with an automated materials handling system (AMHS). The installed AMHS is a mechanized system consisting of powered pallet and tote pan conveyors serving all seven floors of Building 12 and the packing and staging operations in Building 11. Its automated queuing lotting, and routing capabilities allow material receipts to be placed in a coded tote pan and automatically routed from the receiving area on the ground floor of Building 12 to the correct storage area. Similarly, material being issued can be automatically routed from its storage area to the packaging and preservation section in Building 11.

It should be noted that the use of the AMHS does impose physical restrictions on the size of the material stored in Building 12. Specifically, an individual item cannot weigh more than fifty pounds nor may its dimensions exceed seventeen inches by fourteen inches by eleven inches. Furthermore, the gross size of a receipt is limited to 240 cubic feet. [Ref. 3]

In addition to the AMHS, Building 12 is served by a bulk material handling system (BMHS). The BMHS consists of two

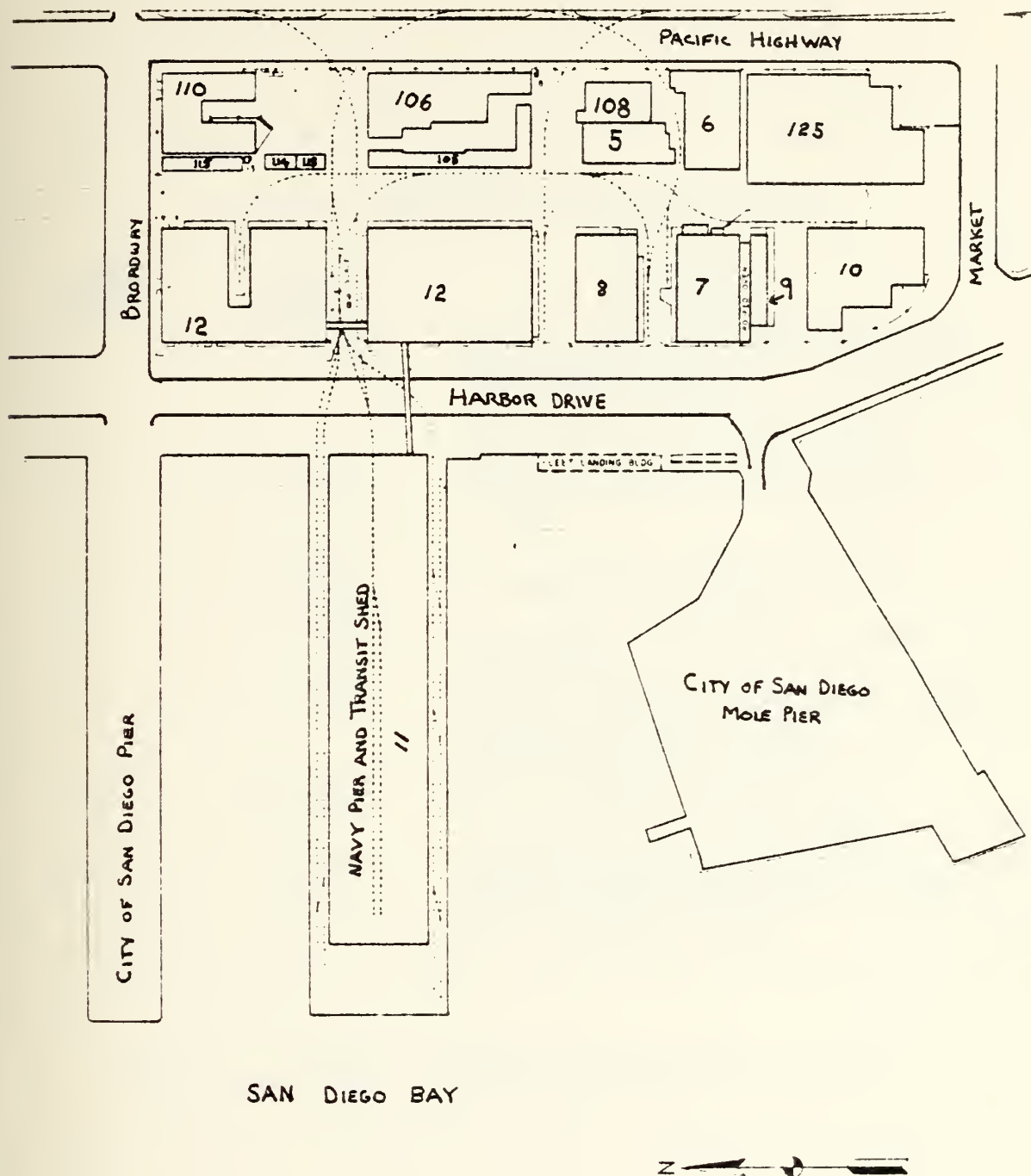


Figure 4: BROADWAY COMPOUND LAYOUT

TABLE 1
BROADWAY WAREHOUSE SPACE/UTILIZATION

BLDG NUMBER	STORAGE AREA	MATERIAL STORED
1	37,288	Bulk storage of active items Pallet rack and bulk storage of inactive items Bin, modular bulk, pallet rack storage of medical supplies
6	10,880	Bulk storage active items Bin and pallet storage inactive items
7	13,178	Freeze and chill provisions
8	8,000	Flammable material
10	13,916	Cleaning supplies and hazardous material
11	13,440	Local delivery and water cargo staging area Packing, bulk storage, and water cargo material
12	103,126	Bin, modular pallet rack storage of active items
125	15,322	Bulk and pallet rack storage of office supplies, misc. items, and alcohol locker

TABLE 1 BROADWAY WAREHOUSE SPACE/UTILIZATION

powered roller bed trucks and a powered transporter dock that allows full pallets to be automatically loaded onto the truck from the dock, or unloaded from the truck to a receiving dock. Due to limitations on the range of adjustments that can be made to the truck roller bed height, the BMHS is primarily used to transport pallets between Building 12 and Building 11. It should be noted that at the time of this study only one BMHS truck was in operation. One vehicle was being used as a cannibalization source for parts to keep the other vehicle in operation.

2. National City Annex

The National City Annex is located within the confines of the 32nd Street Naval Station, which is approximately five miles southeast of the Broadway Compound. The Annex consists of fifteen buildings of which twelve, containing approximately 287,000 square feet of net storage space, are utilized for material handling and warehousing purposes. In addition, the NCA includes approximately 436,000 square feet of improved outdoor storage space. Figure 5 shows the layout of the Annex and Table 2 lists the available storage space and material warehoused by building number. Despite the large volume of material stored and the general uniformity of its size (bulk/full pallets), there currently are no AMHS/BMHS systems in operation. However, the Supply Center is presently executing an extensive warehouse modernization/construction plan which will add significant capabilities in this regard. The major aspects of the plan are discussed later in subsection four.

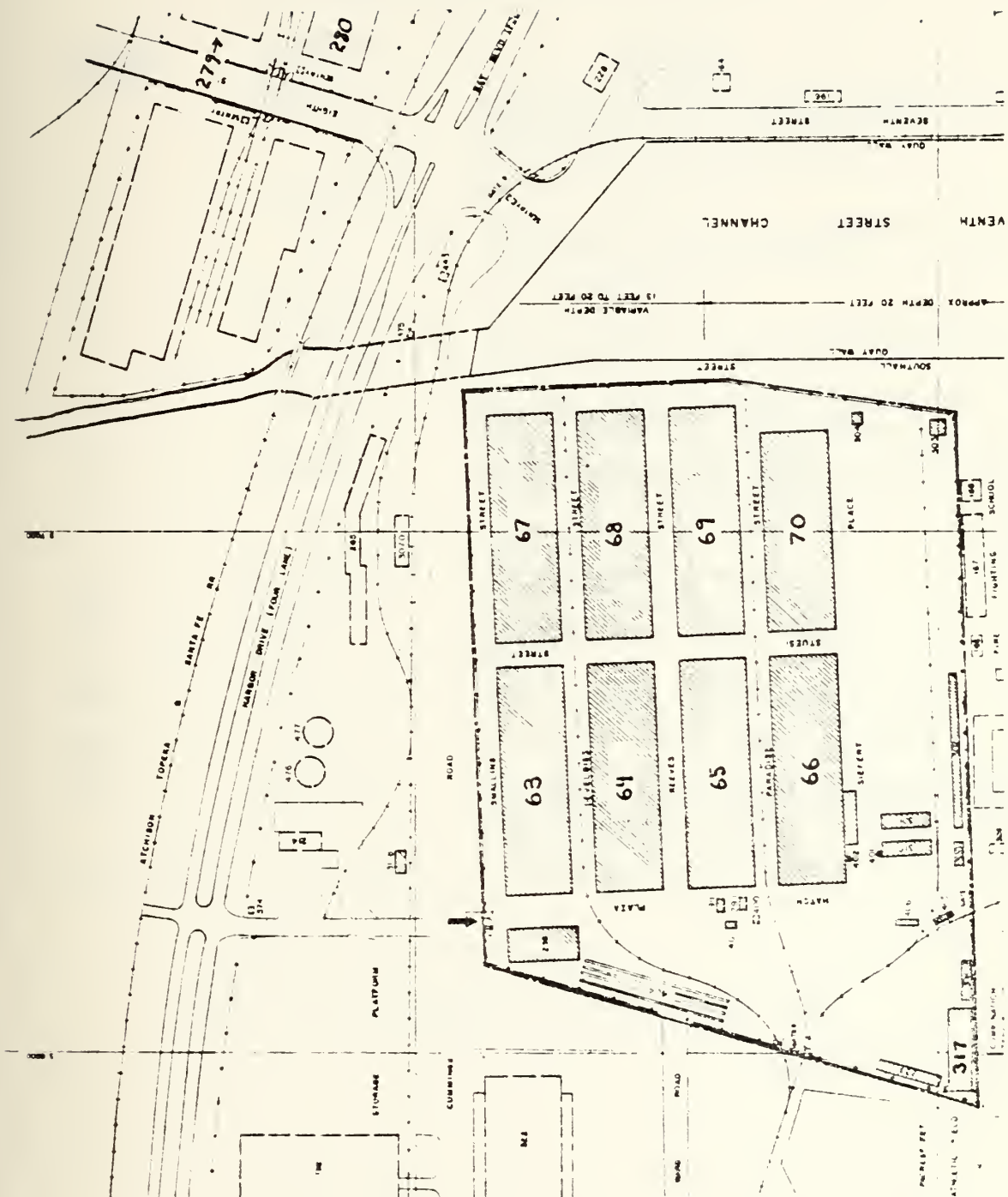


Figure 5: NATIONAL CITY ANNEX LAYOUT

TABLE 2
NCA WAREHOUSE SPACE/UTILIZATION

BLDG NUMBER	STORAGE AREA	MATERIAL STORED
63	26,843	Pallet rack and bulk storage of clothing and overflow non-perishable subsistence
64	15,099	Metal products
65	0	Staging area for outbound cargo and NCA packing branch
66	24,810	Dry provisions
67	24,952	Pallet rack and bulk storage of non-perishable subsistence
68	27,456	Pallet rack and bulk storage of non-perishable subsistence
69	26,496	Pallet rack and bulk storage of construction material
70	0	Receiving and delivery operation
279	28,372	MTIS and SOAP material
280	57,037	NRFI MTR's, wire, cable, and gases
317	5,120	PWRS pallet jacks and acid
319	5,920	Packaged petroleum products
322	44,026	RFI MTR's, clothing, classified equipment and publications, and photographic items

TABLE 2 NCA WAREHOUSE SPACE/UTILIZATION

3. Long Beach Annex

The Long Beach Annex is located in the northwest corner of the Long Beach Naval Shipyard (LBNSY) complex (120 miles north of the Broadway Compound). The Annex consists of four buildings and an open storage area. Of the four buildings, two are exclusively occupied and two partially occupied by the Annex. The first two buildings contain 47,600 square feet, and the latter two 98,372 square feet of net storage space. All buildings are almost exclusively utilized for the material handling and warehousing of repairable material for which the Shipyard is the designated overhaul point. Figure 6 indicates the layout of the Long Beach facility in relation to the Shipyard complex.

4. Expansion/Modernization

Although the facilities expansion/improvement currently in progress at NSCSD is outside the purview of this thesis, it is considered necessary to mention it to preclude readers from drawing incorrect conclusions. Presently, NSCSD is in the process of executing an extensive warehouse construction and modernization program at the National City Annex. The most notable projects, Military Construction (MILCON) Projects P-014, P-033, and P-035 are briefly described below.

a. MILCON P-014 is a supply storage high rise warehouse served by an automated stacker-crane retrieval system designed for bulk material handling. It will add approximately

33,000 gross square feet to Building 66 and will accommodate 10,920 pallets of dry subsistence and clothing items.

[Ref. 3]

b. MILCON P-033 will be a supply storage high rise warehouse equipped with the Navy Integrated Storage Tracking and Retrieval System (NISTARS). It will enclose approximately 180,000 gross square feet, and with NISTARS, will provide an automated receiving, storage, and retrieval warehouse with a storage capacity for 85,000 binnable, 23,500 rackable, and 3500 non-rackable items. Upon completion it is intended to relocate all material stocked in Buildings 1, 6, 11, and 12 at the Broadway Compound to the NCA NISTARS warehouse.

[Ref. 3]

c. MILCON P-035 provides for the construction at the NCA of a hazardous/flammable materials warehouse of 32,000 square feet with a 25-foot stacking height. It is planned to relocate all material warehoused in Buildings 8, 10 (part will go to P-033), and 125 at the Broadway Compound to the new NCA building. [Ref. 3]

D. DOCUMENT FLOW ANALYSIS

Material requirements (requisitions) are received by NSCSD through three basic avenues: the AUTODIN/DAAS¹ network via

¹The AUTODIN/DAAS network is a computer controlled automatic addressing system which utilizes high speed transmission lines and microwaves to route DOD message traffic and logistics documents to the required activity.

the Naval Communications Station, San Diego (NAVCOMMSTA); through a NAS North Island (NASNI) and NAS Miramar (NASM) transceiver hook-up in the Customer Service Branch (Code 105); and by offline methods where requisitions come directly into the Customer Service Branch (Code 105). These three basic methods of requisition submission are discussed in further detail in the following paragraphs. Figure 7, Figure 8, and Figure 9 graphically depict these input methods and subsequent document flow.

1. AUTODIN/DAAS Submission

The NAVCOMMSTA receives requisitions from the DAAS network and collects them on computer tape for further transfer to the Supply Center's Automatic Data Processing (ADP) Department. These tapes are sent to ADP five times daily, at 0100, 0500, 1130, 1630, and 2030. This input point is denoted by 'Block A' near node one in Figure 7. It should be noted at this point that ADP operates three shifts per day, seven days per week. The tapes are then batch processed by ADP through the Uniform Automated Data Processing System (UADPS) program UA38. This batch processing under UA38 is run a minimum of once per shift. If the material requisitioned is carried and on-hand at the Supply Center, a DD 1348-1 issue document will be printed and forwarded to the appropriate warehouse for issue of the material. The "issue processing clock," which is a management tool used to determine how well the supply center does in meeting required issue

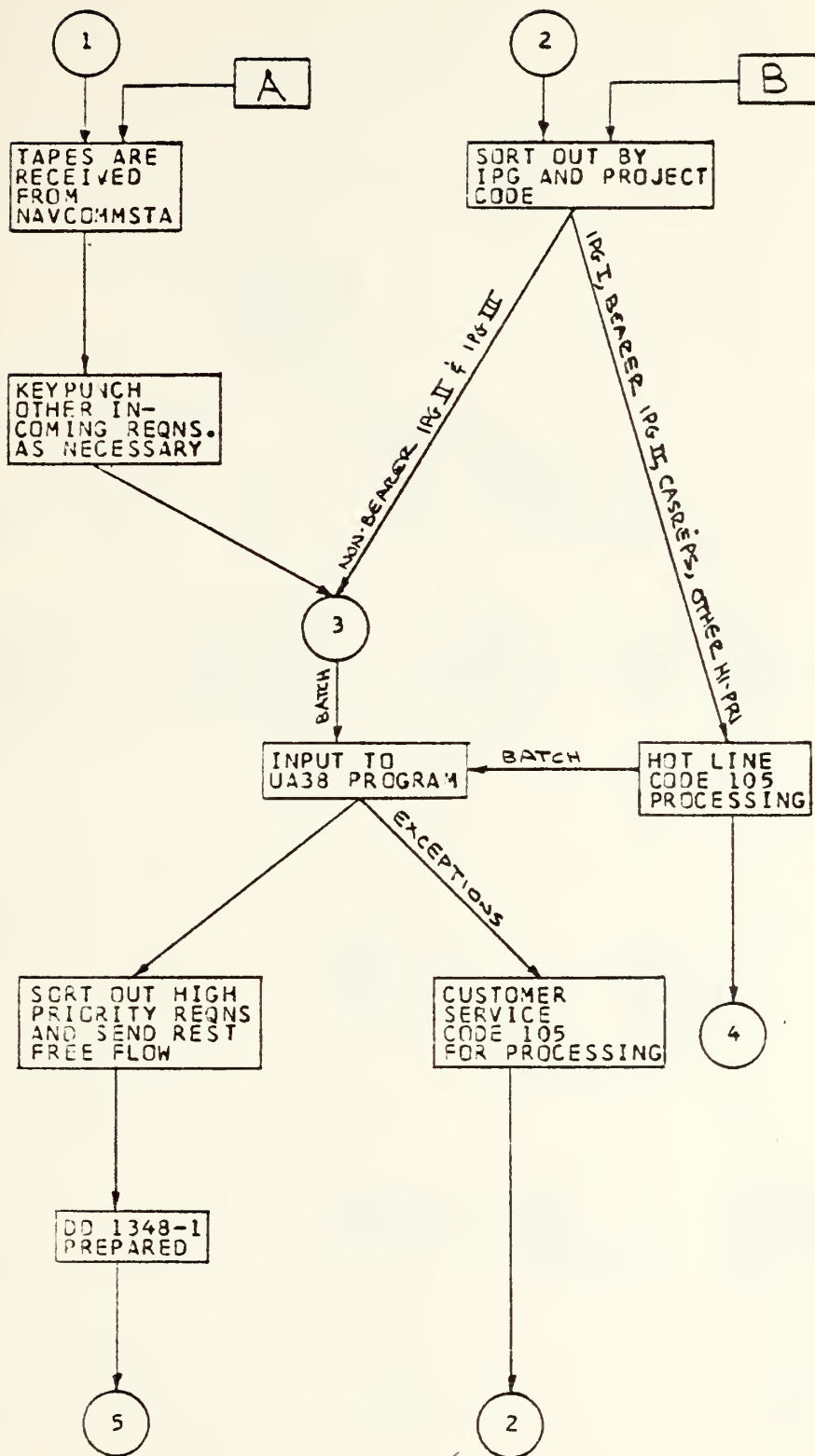


Figure 7: NSC SAN DIEGO ADP REQUISITION DOCUMENT FLOW

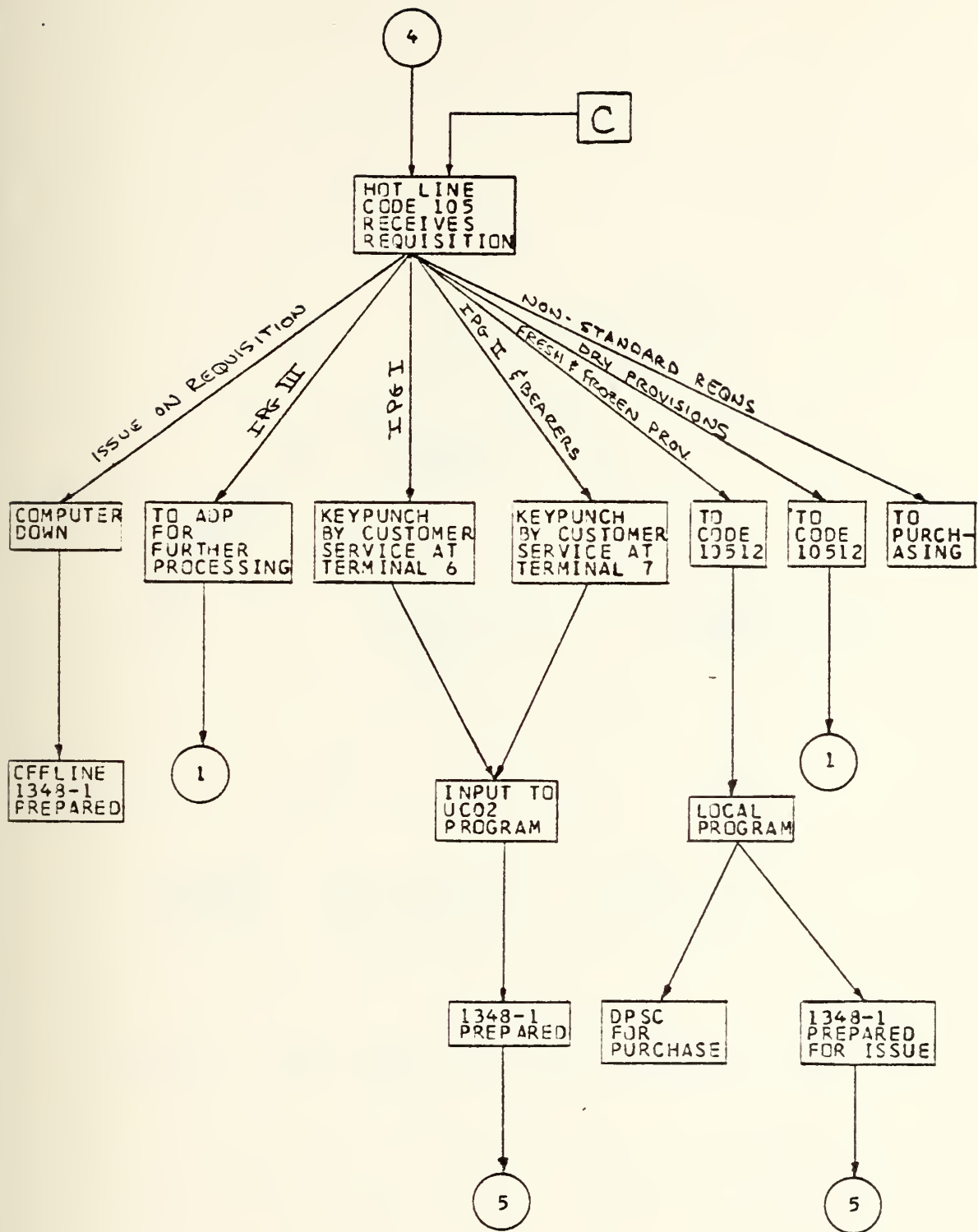


Figure 8: NSC SAN DIEGO CODE 105
REQUISITION DOCUMENT FLOW

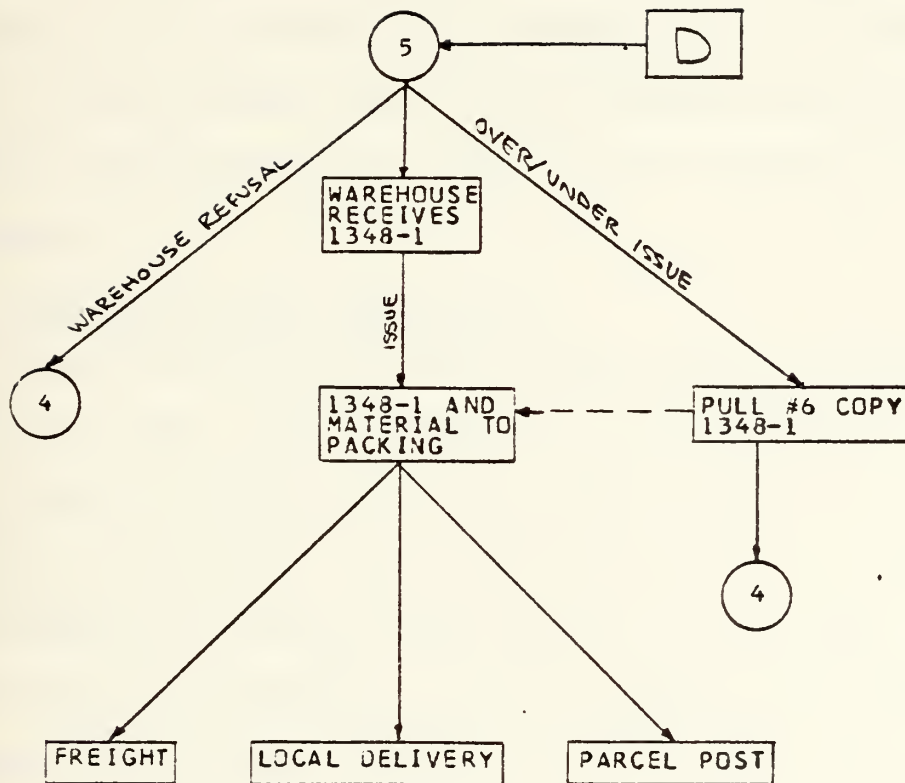


Figure 9: NSC SAN DIEGO ISSUE DOCUMENT FLOW

time frames imposed by higher authority, starts when a requisition is processed through UA38 and stops after the material has been packed for shipment.

If the material is not carried (NC) or not in stock (NIS), a referral order is generated which is automatically passed to the appropriate Inventory Control Point (ICP). Any request that requires some form of manual handling due to an exception or an error will automatically be kicked out of batch processing and routed to the Customer Service Branch for processing/correction in order to be re-input to the UA38 program.

2. Submissions via Transceiver

Requisitions from NASNI and NASM may be received via a transceiver unit. The transceiver sorts requisitions based on issue priority group (IPG) and special project codes and routes them accordingly. The transceiver unit is located in the ADP Department and this input point is depicted by 'Block B' near node two in Figure 7. IPG II requisitions that are not bearer walk-throughs and all IPG III requisitions are routed to the UA38 batch processing program and processed as discussed above. IPG I, CASREP, IPG II bearer walk-throughs, and requisitions with special project codes are routed to the hot line section of Customer Service. The hot line section is a branch of the Customer Service division that is responsible for processing and expediting high priority requisitions. The hot line section then either processes the

requisition as will be discussed below, or inputs it into the UA38 processing chain.

3. Offline Requisition Submission

All requirements that are not submitted via an automated medium come into the Customer Service branch. This input point is denoted by 'Block C' at node four in Figure 8. These requisitions may be received by offline message, mail, telephone, or by bearer drop-off. Depending on the material requested, these requisitions must be manually processed until, when possible, they can be transferred into an automated mode. Figure 8 shows the processing chain for the various types of requisitions submitted directly to Code 105 (Customer Service Division). Note that all IPG I, IPG II, and bearer walk-through requisitions are processed by UADPS program UC02, an on-line, real-time version of the UA38 program.

All DD 1348-1 issue documents for IPG I, CASREP, and bearer walk-through requisitions are prepared on a real-time, on-line basis. Preparation for all other issues is accomplished by batch processing throughout the day with the majority being processed during the third ADP shift. The policy for this processing is that routine issue documents will be delivered to the Material Department by 0630 the following day at the Broadway Compound and by 0700 at the NCA.

Once the DD 1348-1 issue document is delivered to the appropriate warehouse, (refer to 'Block D' at node 5 in Figure 9) the material, if actually available, is picked and the DD 1348-1 processed for issue and delivery. To eliminate an inordinate number of bearer walk-throughs requisitions, the Supply Center also utilizes a rapid issue response system called "Quick Pic." Under this system, urgent material requirements for local customers are submitted to the Customer Service branch. Overnight processing and next day delivery/availability is guaranteed if the material is actually on-hand. The "Quick Pic" document flow parallels that of IPG I and bearer walk-through requisitions.

The next section of this chapter discusses the actual movement of material after it is picked for issue.

E. MATERIAL FLOW ANALYSIS

Although the geographical separation of the Supply Center's facilities complicates several aspects of their operations, its effect is most pronounced in the area of material flow. As will be seen in the following subsections describing the issued material flow at each of the three locations, the amount of material double handling induced by this arrangement appears to be considerable.

Prior to discussing the specifics of each location, it should be stated that in general, material can move throughout the Center in three ways. These are by means of the AMHS/BMHS systems previously mentioned, materials handling equipment (MHE), and automotive vans and trucks.

Table 3 lists the MHE equipment assigned to the Material Department prior to 1 October 1980. This equipment was used primarily to transport unit load material (mainly pallets) in preparation for further delivery. That is, the MHE either moves bulk items from the warehouse storage locations to a central staging area, or it loads the material on another vehicle for delivery. While the above statement is applicable to most of the Material Department's MHE, an exception did exist in the use of straddle trucks assigned to the NCA. In addition to performing the above functions, these particular units are also employed as the primary delivery vehicles for most classes of material transported to 32nd Street customers. They were assigned this task because of their ability to maneuver through pier congestion and handle the average order size.

With regard to the use of vans and trucks for intra-Supply Center movements, NSCSD utilizes this equipment for both scheduled runs of tractor trailer units and for pick up of spotted empty trailers or flatbeds. These particular applications will be discussed, where appropriate, in the subsections below and in the following chapter.

1. Broadway Compound

Figure 10 is a flow chart of the material issue process employed at the Broadway Compound. As can be seen, binnable material issued from Building 12 is transported via the AMHS to the packing area on the second floor of Building 11.

TABLE 3
LIST OF MATERIAL HANDLING EQUIPMENT

<u>CAPACITY</u>	<u>GAS</u>	<u>LPG</u>	<u>ELECTRIC</u>	<u>DIESEL</u>	<u>TOTAL</u>
<u>Forklifts</u>					
2000			23		23
3000			1		1
4000	31	8	44		83
6000	38	2	1	2	43
15000	1			2	3
20000				1	1
Total	70	10	69	5	154
<u>Tiering Trucks</u>					
3000			1		1
4000			6		6
Total			7		7
<u>Platform Trucks</u>					
4000					8
15000	2		1		3
Total	10		1		11
<u>Straddle-Carry Trucks</u>					
20000	1				1
30000	5				5
Total	6				6
<u>Pallet Trucks</u>					
4000			1		1
6000			2		2
Total			3		3
<u>Tractors</u>					
4000	2				2
Total	2				2
<u>Crane</u>					
20000				1	1
Total				1	1
Grand Total	88	10	80	6	184

TABLE 3 LIST OF MATERIAL HANDLING EQUIPMENT

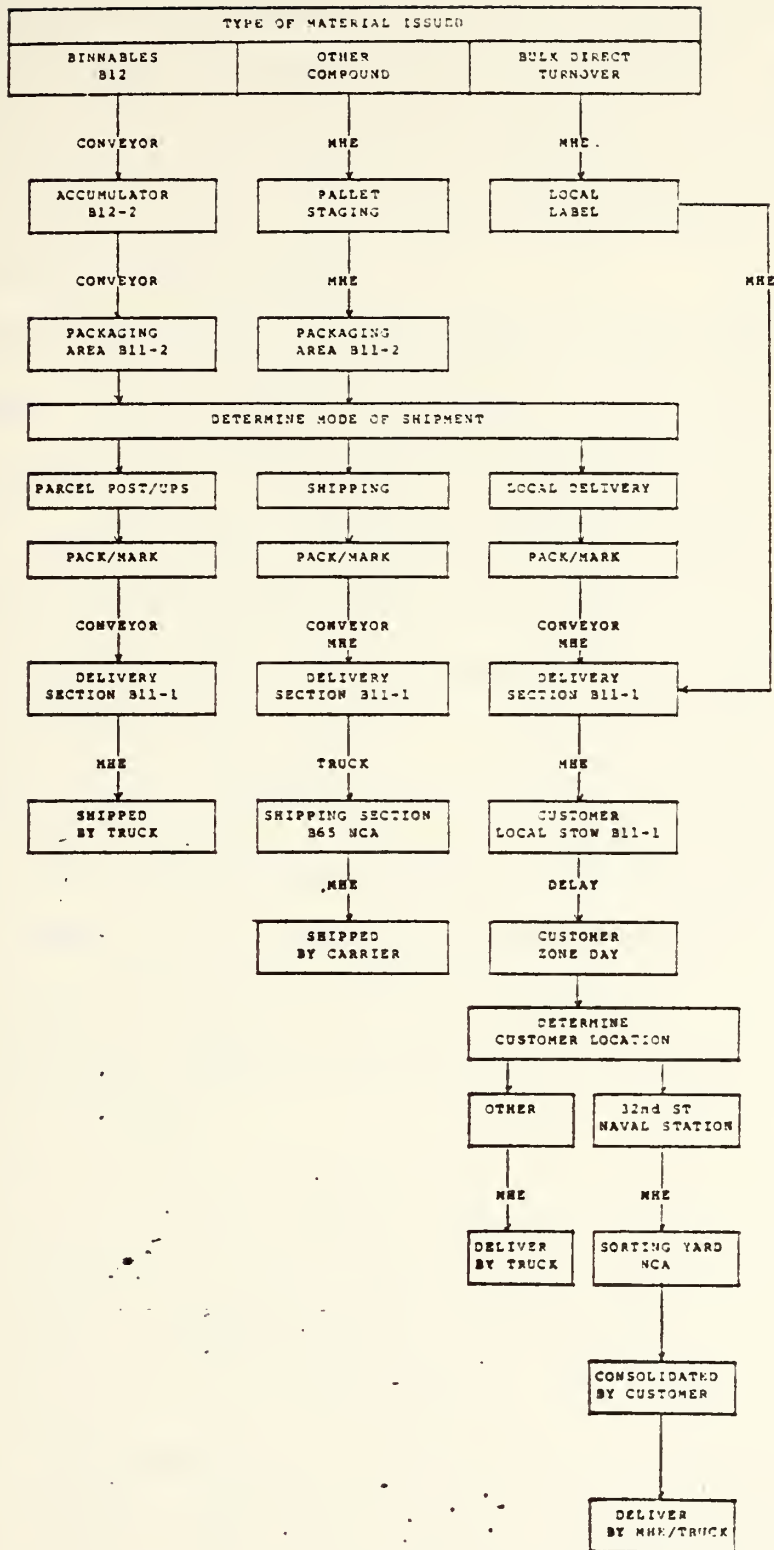


Figure 10: BROADWAY COMPOUND ISSUED MATERIAL FLOW

Once it is packed, the material is forwarded by conveyor to the delivery section located on the first floor of Building 11. At that location it is segregated according to whether the material is destined for local delivery, shipment by parcel post/UPS, or some other means.

If the material is to be sent by parcel post or UPS it is shipped without further movement by the delivery section in Building 11. Conversely, if the material is marked for a local customer the delivery section places it into a local customer storage area where the material is kept segregated by consignee until the customer's next scheduled delivery day (to be discussed in the next chapter). At that time, material not destined for activities located at the 32nd Street Naval Station is loaded by MHE on trucks and delivered. Material for the 32nd Street activities is sent by truck to the sorting yard at the NCA where it is consolidated with other material for that customer prior to its delivery to them.

Material being shipped out of the area by means other than parcel post or UPS was held at the delivery section in Building 11 until transportation was available to take it to the shipping section in Building 65 at the NCA. The Supply Center had a dedicated run consisting of a tractor trailer or flatbed scheduled for this purpose at noon each day.

Bulk material issued from Broadway follows the same general procedures delineated above. The prime difference

is that the material is usually staged in the area adjacent to its storage site, then transported by straddle truck or BMHS vice conveyor, to the staging area on the first floor of Building 11.

2. National City Annex

In many respects, the NCA's material issue process is simpler than that used at the Broadway Compound. As displayed in Figure 11, material picked for local delivery is moved by MHE from its warehouse location to Building 70 where it is segregated and stored by individual customer until their next scheduled delivery day. At that time it is consolidated with the customer's material issued from the Broadway Compound and delivered. Similarly, material destined for parcel post/UPS or for out-of-area shipment by some other means is moved by MHE from its warehouse location to the packaging and preservation section of Building 65. At this point, material is segregated by mode of shipment. The parcel post items are shipped directly from the packaging area while material assigned other transportation modes is forwarded by MHE to the shipping section in Building 65. The material is held at this location only until the requisite documents can be processed and carrier pick-up arranged.

3. Long Beach Annex

The Long Beach Annex has the least complicated material flow pattern of the three locations. Material picked for issue to Long Beach local customers is moved via MHE from

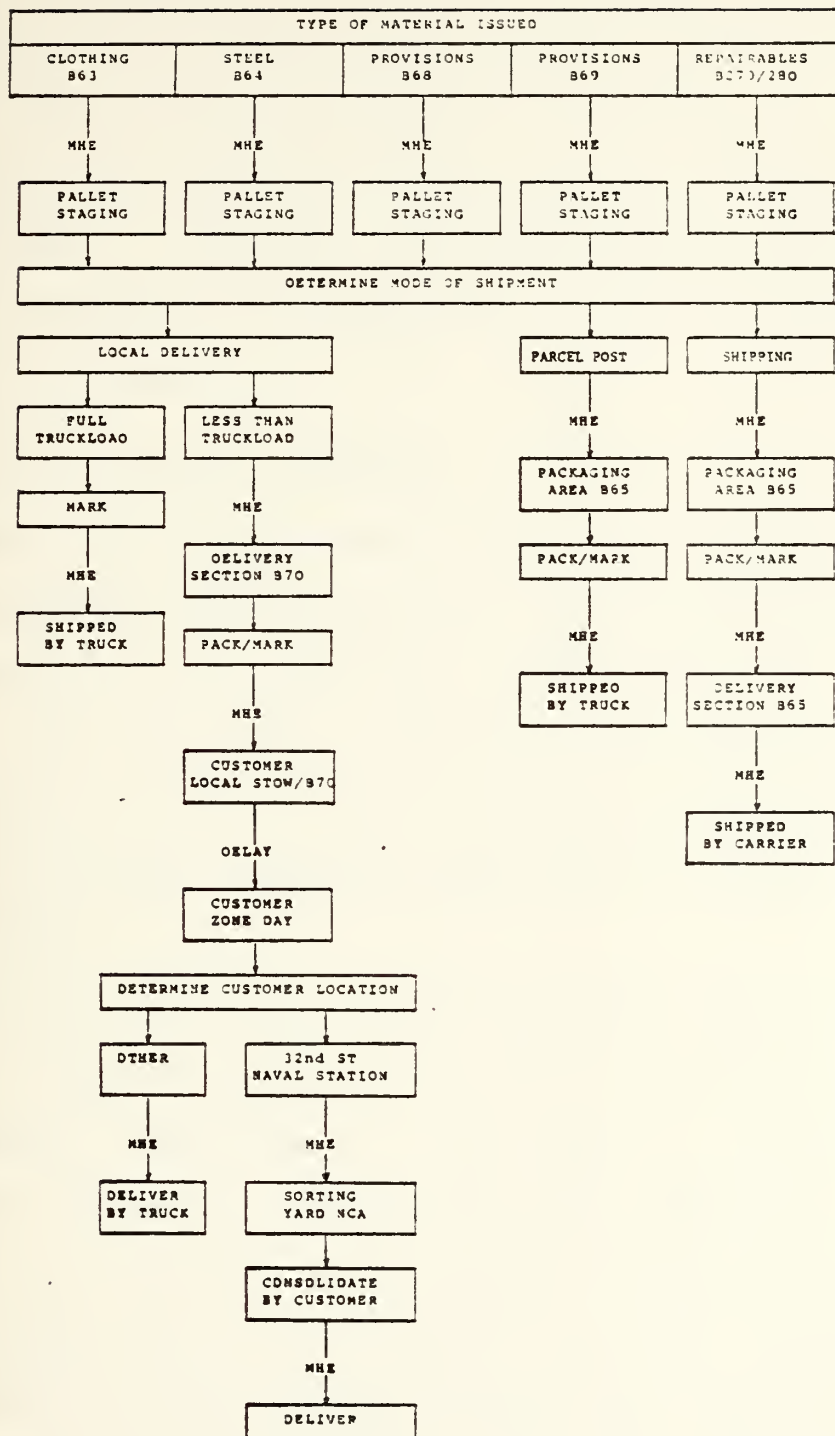


Figure 11: NATIONAL CITY ANNEX ISSUED MATERIAL FLOW

its storage location to the delivery section in Building 53 where it is segregated and stored by customer. Here it is consolidated with incoming local customer material from the Broadway Compound and the NCA and delivered.

Material picked for issue to non-local customers is moved via MHE to the packing and preservation section of Building 50 where it is segregated by mode of shipment and shipped accordingly.

F. VOLUME AND TYPE OF BUSINESS

The purpose of this section is to provide an overview of the volume of business conducted by NSCSD and its apportionment between local and non-local customer support. In addition, where appropriate, statistics pertaining to the Supply Center's effectiveness in meeting material availability and processing standards prescribed by higher authority are presented.

To obtain a picture of NSCSD's overall volume of business, the UA 26 "Supply Distribution and Inventory Control Operations Report" was examined. This report is assembled by the Supply Center on a monthly basis and summarizes such details as the total material requests received and issues made. Compilations of these reports were made for both the twelve-months period between 1 October 1979 and 30 September 1980, and the nine-months period covering 1 January 1980 through 30 September 1980. The second recapitulation was included so that direct comparisons could be made with the

restricted data base used in the local delivery analysis presented in Chapter IV. The numerical results of these investigations are shown in Table 4.

Areas of Table 4 that are of particular interest to this study include the "net" and "point of entry" material availability figures (85% and 63.1% respectively), and the ratio of ashore to afloat unit issues.

The net material availability figure (line 8 under Breakdown of Requests in Table 4) represents the percentage of standard stock material requests from all sources, including local customers and requisitions referred by other supply activities, which were filled from NSCSD stocks. Conversely, the point of entry effectiveness figure (line 11) is constrained to reflect only those requisitions for which NSCSD was the first supply activity to receive the request. Since NSCSD is ordinarily the requisition point of entry for only local customers, this figure can be construed as an indication of the Supply Center's ability to satisfy local customer requirements.

The wide disparity between the two support measures (22.4%) can be explained by the fact that the net material availability figure excludes from consideration any item which is not carried in stock by the Supply Center. As such, it accounts for their success in filling requests for material that they should have had on hand. Conversely, the point of entry effectiveness figure accounts for all standard stock

TABLE 4
SUMMARY STATISTICS OF ISSUES MADE

BREAKDOWN OF REQUESTS		1 OCT 79- 30 SEP 80	1 JAN 80- 30 SEP 80	NAVSUP STD
(1)	Total Requests Recvd	1,800,888	1,411,960	
(2)	Excluded as Non-std	95,429	77,368	
(3)	Req for Std Items	1,705,459	1,334,592	
(4)	Std Items NC	470,325	373,551	
(5)	Net Requests	1,235,134	961,041	
(6)	Std Items NIS	179,504	142,105	
(7)	Issues of Std Items	1,055,630	818,936	
(8)	Net Matl Avail (7/5)	85.5%	85.2%	85%
(9)	POE Requests in (3)	1,456,304	1,143,296	
(10)	POE Issues in (7)	918,630	713,936	
(11)	POE Effectiveness	63.1%	62.5%	65%

BREAKDOWN OF ISSUES

(1)	Issues to the Fleet	716,305	555,610
(2)	Issues to Navy Act	303,425	237,825
(3)	Issues to Other Act	91,058	69,983
(4)	Total Issues*	1,110,788	863,418

TOTAL ISSUES BY IPG

IPG I	38,559	30,460
IPG II	325,921	253,510
IPG III	746,308	579,448
Total	1,110,788	863,418

*The total issue figure exceeds that of the standard stock issues because the former reflects such items as local stock numbers, cash sales, and non-standard material

TABLE 4 SUMMARY STATISTICS OF ISSUES MADE

requisitions initially submitted to NSCSD regardless of whether or not the Supply Center is supposed to carry the material. As such, it represents not only the success of NSCSD in meeting local requirements, but also the degree to which the ICP's and the Supply Center have established the correct range of items to be stocked.

With regard to the ratio of shore to afloat unit issues the majority (64.5%) were made to fleet units. It is worthy of note, however, that a relatively large percentage (27.4%) of the issues were to Navy shore activities. As will be shown in Chapter IV, the preponderance of these were attributable to local Navy industrial activities such as the Naval Air Rework Facility (NARF) North Island, Long Beach Naval Shipyard (LBNSY), and Ship's Intermediate Maintenance Activity (SIMA), San Diego. This assumes appreciable importance when reviewing the local delivery system because of the ramifications that different service levels can have on production scheduling.

The UA26 report also contained several interesting statistics relating to shipment time frames. For example, the report delineates the total number of items shipped in each of the three issue group categories, and the number of these that were shipped within prescribed time frames. The shipment statistics for the same twelve and nine-months periods are shown in Table 5.

TABLE 5
BREAKDOWN OF SHIPMENTS

	12 MONTHS		9 MONTHS	
	Number	% Shipped on Time	Number	% Shipped on Time
IPG I	34,300	92.4%	26,959	92.5%
IPG II	299,281	89.6%	232,675	91.0%
IPG III	663,679	95.7%	507,041	95.6%
Total	997,260	93.7%	766,675	94.1%

As can be seen from Table 5, the greatest volume and highest percentage of "shipped on time" are associated with IPG III requisitions. The greater shipping effectiveness in this area can, perhaps, be attributed to the more lenient time standards related to that issue group.

As mentioned at the beginning of this section, the intent was not only to describe the overall volume of business conducted by NSCSD, but also to consider its apportionment between local and non-local customer support. Although the UA26 report does not provide any information in this regard, the data was extractable from NSCSD's DHF.² This allowed an approximation of the Supply Center's work load between local and non-local customers.

²This was done by sorting and summing the file on the status code and mode of shipment fields as a unique mode of shipment code (Code "9") should be assigned for all local deliveries.

Analysis of the DHF for the period 21 November 1979 through 30 September 1980 revealed the statistics shown in Table 6.

TABLE 6
MODES OF MATERIAL SHIPMENT

MODE OF SHIPMENT	% OF ISSUES
(1) Local Delivery	79.25%
(2) Item Processed for Shipment to Local Customer but Mode not Specified	8.25%
(3) Item Processed for Shipment Out of Area but Mode not Specified	.73%
(4) Motor/Truck	1.03%
(5) Other Land	.13%
(6) Parcel Post	8.50%
(7) UPS/Mail	.72%
(8) Logair/Quicktrans	1.10%
(9) Other Air	.06%
(10) Water Cargo	.13%
Total	100.00%

Table 6 indicates that at least 79.25 percent, and most probably 87.5 percent (1+2) of all the issues made by NSCSD were for local customers. It also indicates a possible documentation or material flow problem at the Supply Center. As shown, 8.98 percent of all issues were designated as being processed for release and shipment (status code 'BA') with no mode of shipment ever being specified. Constraining the analysis to issues made on or before 30 September 1980 eliminated the delay involved between generation of the issue document and shipment as a possible explanation because the DHF was updated for least another 51 days. Therefore, it must be presumed that the situation was attributable to either lost documents and/or lost material. While time constraints prevented investigation of this area, further study appears warranted.

For the purposes of this thesis, it was assumed that all material processed for release to local customers was, in fact, shipped. Thus, the 87.5 percent figure was utilized as the local customer share of NSCSD's work load.

III. LOCAL DELIVERY SYSTEM

A. BACKGROUND

The objective of this chapter is to document the system employed by the NSCSD to deliver material to local customers. To this end, the following sections will discuss: identification of the local customer base, the Supply Center's local delivery organization and assets, and the services it provides. It should be noted that this examination is limited to only those deliveries affected under the auspices of NSCSD, and as such, does not consider delivery or transportation services performed by the Supply Center's customers.

B. LOCAL CUSTOMER BASE

Before an analysis of NSCSD's local delivery system could commence, it was necessary to first determine who the local customers were. To do so, two primary criteria were used; distance from NSCSD's facilities and requisition activity. For the purpose of this study, activities were considered as local customer candidates if they were either located within a 100-mile radius of NSCSD's Broadway Compound or were residents of the Long Beach Naval Station. Application of this initial standard to the Navy Material Transportation Office's (NAVMTO) Fleet Freight Forwarding Guide (FFFG), NSCSD's Name and Address file, Commander Naval Surface Forces, Pacific (COMNAVSURFPAC) organization chart, and Commander Naval Air

Forces, Pacific (COMNAVAIRPAC) organization chart generated a list of over 800 potential recipients of the local delivery system's services.

This initial compilation was further refined by requiring that an actual "local customer" must have requisitioned and received, via local delivery, material from the Supply Center. The reason that this constraint was imposed is that, in dealing with a local delivery system, one is concerned with scheduling an efficient distribution of material to those who use it. To include those that have not received (and because of their small size or special circumstances most probably will not receive) material would lead to a distortion and probable dilution of the effectiveness of system scheduling and planning.³ In many respects their inclusion would be akin to a department store basing its sales projections for a particular item solely on the total population of an area instead of past market experience.

The method employed to accomplish the above was basically the same as that discussed in Chapter II for apportioning the Supply Center's work load between local and non-local customers. Simply restated, the authors sorted the NSCSD DHF tapes by unit identification, status, and mode of shipment codes. The resulting list of activities was then validated by comparison with the candidate list described above, and in a few

³Customers who pick up their own material were therefore excluded.

questionable cases, contact with NAVSURFPAC and NAVAIRPAC staffs. This process culminated in the identification of 352 local customers, of which 188 were shore activities and 164 were afloat commands. They are listed by major geographical area in Appendix A.

Most of the activities delineated in Appendix A are physically located with other units of their type within the confines of major military reservations. Most notable among these are the concentration of: afloat and ashore aviation units at NAS's North Island and Miramar; afloat and ashore surface units at the 32nd Street Naval Station, NSY Long Beach, and NAB Coronado; training units at NTC San Diego; afloat and ashore submarine units at the Submarine Support Facility Point Loma; and Marine units at the Marine Corps Recruit Depot (MCRD) and Camp Pendleton. Due to the closeness of the individual commands on these reservations, discussions of distances except in the aggregate to these geographical clusters would unnecessarily complicate the planning parameters. Figure 12 is a map showing the relative location and approximate distances of these major customer centers from NSCSD's Broadway Compound. In addition, it also displays major access routes to them.

Any analysis of the local distribution system should not only be concerned with who the local customers are, and their distance from the Supply Center's facilities, but also the amount of time required to deliver material to them.

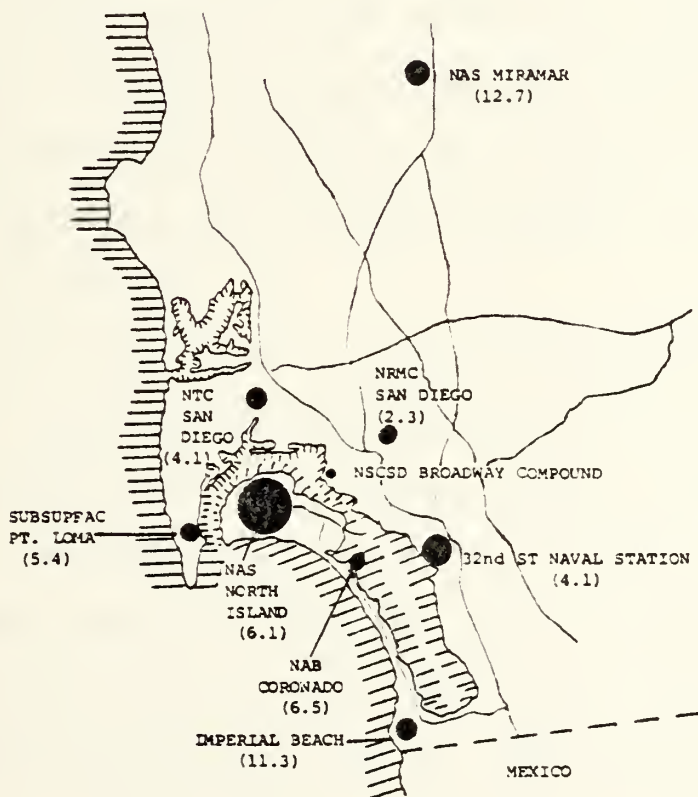
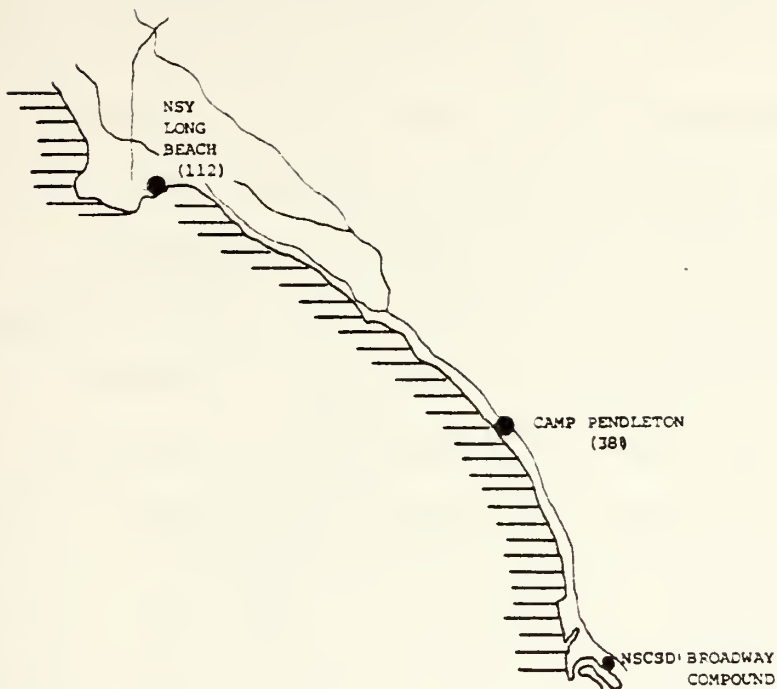


Figure 12: NSCSD MAJOR CUSTOMER CENTERS

Unfortunately the authors experienced two problems in attempting to quantify the amount of time taken to deliver material to specific customers. First, the myriad of alternate routes to the customers, in conjunction with the concentration of activities in geographical clusters, meant that the use of over-the-highway distance time computations would be highly questionable. Secondly, individual customer service times were neither constant nor deterministic. The large variance in the amount of material delivered to a specific customer on a given day or run (see Chapter IV) induces a similar large variance in offload times. Therefore, individual customer service times had to be viewed as random variables. Furthermore, the absence of any statistical information pertaining to the probability distributions prohibited formulating any defensible statements about service time beyond the simple aggregate mean figures presented by Clausen.

[Ref. 4: pp. 24-25]

Given the above factors, only certain general statements may be made concerning the delivery time factor. First, vehicles destined for all of NSCSD's local customers, except Long Beach, commence their daily runs at approximately 0800. The scheduled Long Beach delivery leaves NCA at approximately 0300. Secondly, the survey of NSCSD driver logs done by Clausen indicated that each driver spent approximately 31 percent of his time traveling, 33 percent offloading material at customer locations, and 36 percent loading material at

the depot or performing administrative functions. Lastly, according to the transportation hold time figures quoted by Clausen [Ref. 4: p. 25] and reproduced in Table 7, there was an appreciable delay incurred between the time that material was turned over to the transportation organization and its actual delivery.

TABLE 7
NSCSD TRANSPORTATION HOLD TIMES

MONTH	IPG I	IPG II	IPG III
APR 80	1.55	4.52	7.19
MAY 80	.84	2.44	8.81
JUN 80	1.06	4.08	9.97
JUL 80	---NOT AVAILABLE---		
AUG 80	.59	2.58	9.87
SEP 80	1.22	4.34	9.14
NAVSUP STD	1.00	3.00	7.00

C. LOCAL DELIVERY ORGANIZATION AND ASSETS

The Delivery Branch (Code 3032) is responsible for all local delivery operations. As displayed in Figure 13 it organizationally falls within the Material Department's Transportation Division (Code 303). The branch itself is divided into two sections, the Broadway Delivery Section (Code 30321) and the National City Annex Section (Code 30322). These two sections have, among other functions, the following responsibilities: [Ref. 1: pp. 19-86]

1. Maintain in-transit storage facilities for material awaiting shipment/delivery from Building 11 at the Broadway Compound and NCA.

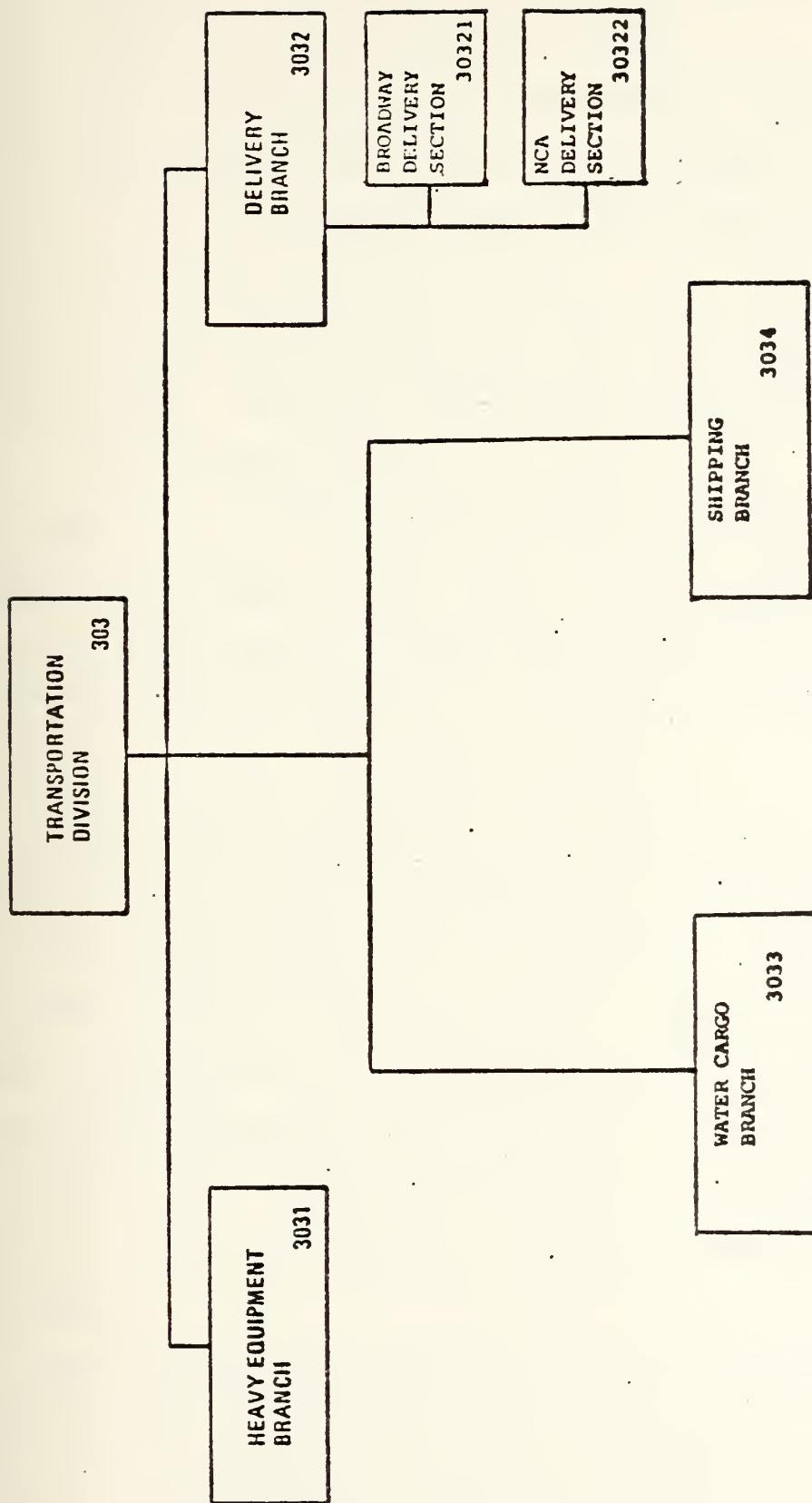


Figure 13: NSC SAN DIEGO LOCAL DELIVERY ORGANIZATION

2. Assemble, segregate, and accomplish physical disposition of in-transit material.
3. Consolidate material by destination, activity/geographical area into larger shipping units; serve as a shipment consolidation point for local delivery.
4. Deliver material to ships and shore stations.
5. Assign, schedule, and dispatch automotive equipment and straddle trucks.

Figures 14 and 15 depict the Code 30321 and Code 30322 organizations, respectively. The actual employment level for these two sections averaged approximately fifty personnel during the period 1 October 1979 through 30 September 1980 (FY80).

The majority of the vehicles/equipment used in providing local delivery services are rented on a monthly basis from the Public Works Center, San Diego (PWCSD). While drivers are available from PWCSD, the rental method chosen by NSCSD covers only the availability and maintenance of the units. Under this arrangement, NSCSD is responsible for providing its own drivers, scheduling maintenance, and fueling the vehicles. Table 8 presents a list of the vehicles/equipment so leased.

The remaining local delivery carrying capacity is provided by NSCSD MHE and two commercial contracts. The MHE utilized for delivery of material to local customers is

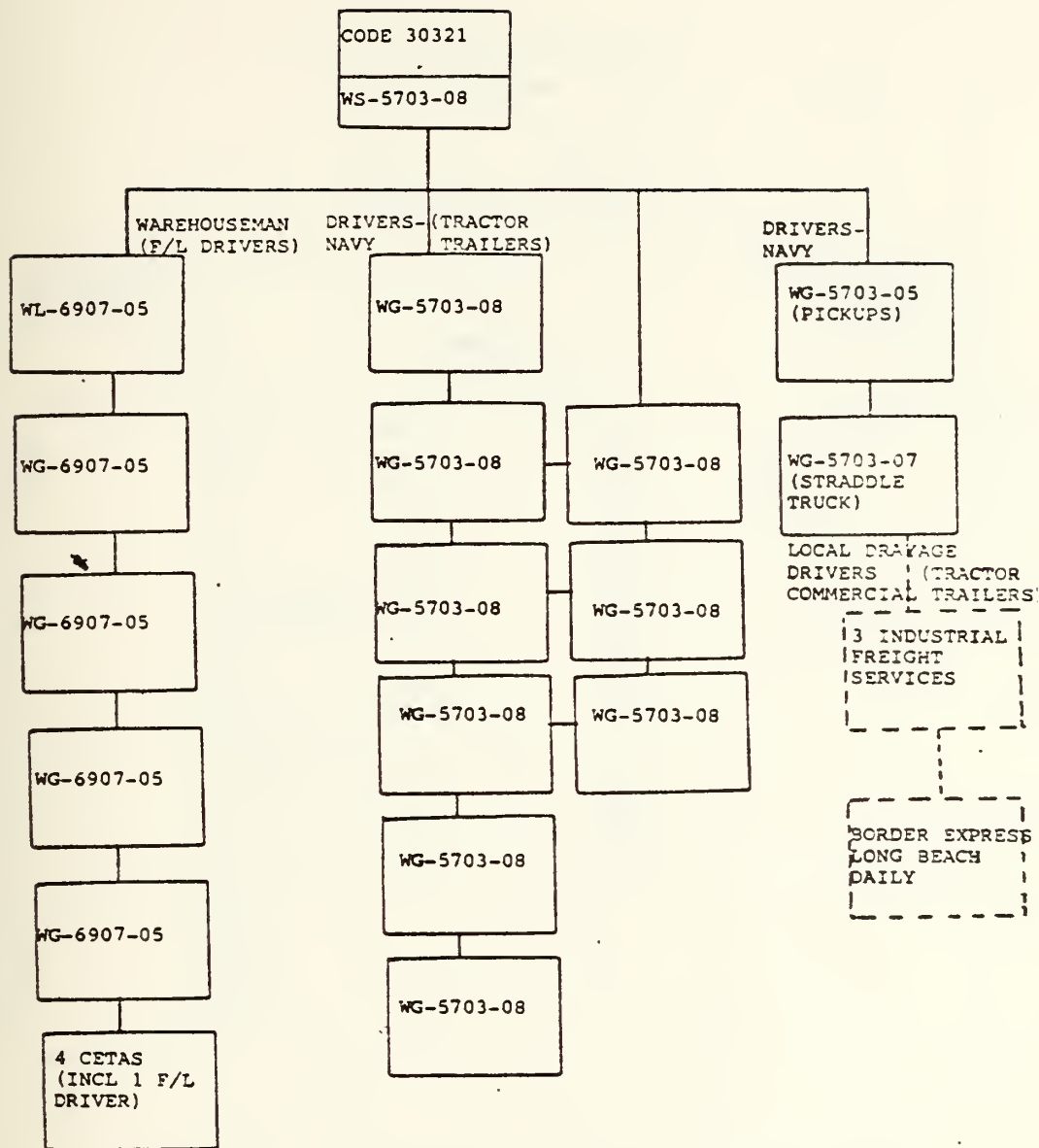


Figure 14: CODE 30321 ORGANIZATION CHART

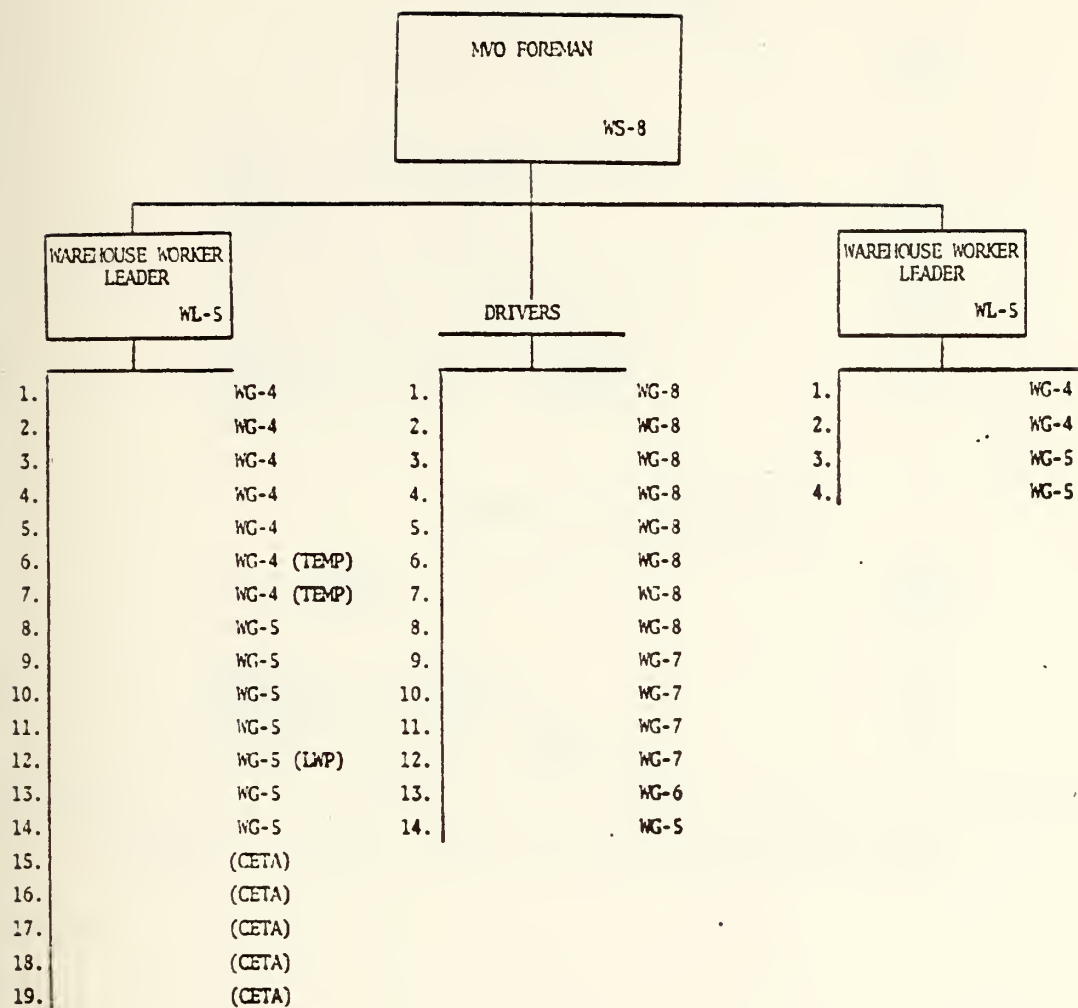


Figure 15: CODE 30322 ORGANIZATION CHART

TABLE 8
LOCAL DELIVERY VEHICLES/EQUIPMENT

NAVY VEHICLES

TYPE -----	QTY -----
Truck, 1/2 ton Pickup	3
Truck, 5 ton Van	1
Truck, 5 ton Refrigerated Van	1
Tractor, 5 ton	0
Tractor, 7 1/2 ton	3
Tractor, 10 ton	5
Van, 20 ton Refrigerated	6
Van, 40 ft.	8
Trailer, 32 ft. Flatbed	11
Trailer, 40 ft. Flatbed	22
Trailer, 45 ft. Lowboy	1
Trailer, 55 ft. Lowboy	1

COMMERCIAL VEHICLES

TYPE -----	QTY -----
Tractor, 5 ton	5
Tractor, 7 1/2 ton	1
Tractor, 10 ton	1
Trailer, 40 ft. Van	2
Trailer, 40 ft. Flatbed	5

TABLE 8 LOCAL DELIVERY VEHICLES/EQUIPMENT

generally limited to the four NCA straddle trucks. Since by law they may not travel on public roads or highways, they are confined to serving ashore and afloat customers located at the 32nd Street Naval Station. Of the two commercial contracts, one is a "local drayage" contract with Industrial Freight Systems. By its nature this contract can only be used to augment delivery capabilities in the metropolitan San Diego area. The other arrangement is a commercial carrier rental contract with Border Express which is employed to increase the delivery capacity to Long Beach. The commercial equipment available under these arrangements is listed at the bottom of Table 8.

The carrying capacities of the individual pieces of equipment vary significantly. They range from a high of approximately 1200 cubic feet or thirty measurement tons for the twenty-ton refrigerated vans, to a low (excluding pickup trucks) of seven pallets for the straddle trucks. In general, the 32-foot, 40-foot, 45-foot and 55-foot flatbeds and lowboys can, if not double stacked, handle 14, 18, 22, and 26 measurement tons respectively.

D. DELIVERY SERVICES PROVIDED

The NSCSD local delivery system utilizes scheduled dedicated runs, semi-scheduled dedicated runs and customer zone deliveries, and irregular and/or expedited dispatch to distribute material to its local customers. However, before proceeding with a discussion of these delivery methods,

several points must be recalled concerning the Supply Center's material flow and utilization of delivery equipment.

With regard to material flow, it must be remembered that all three primary NSCSD locations (Broadway Compound, NCA, and Long Beach Annex) make deliveries to local customers. Deliveries of GSK material and semi-perishable subsistence items destined for 32nd Street Naval Station activities are made by the NCA local delivery section even if the shipment originated from one of the other NSCSD locations. In such cases, the non-NCA material is consolidated at Building 70 with NCA material for the same customers before delivery to them. Similarly, deliveries to Long Beach local customers are made by the Long Beach Annex after sorting and consolidating the material in Building 53. Deliveries to other activities in metropolitan San Diego and to Camp Pendleton are made by either the NCA or Broadway Compound local delivery sections depending on where the material is warehoused.

The primary exception to the above is that frozen and chill subsistence items and fresh fruits and vegetables are delivered to local customers directly from the Broadway Compound and California Ice and Storage Company (Cal Ice) warehouses where they are stored. The Cal Ice facility is located approximately 2.5 miles southeast of the Broadway Compound.

The other point to remember is that NSCSD employs a variety of equipment to deliver material to its local

customers. As was mentioned in the last section, trucks or tractors pulling trailers or vans are utilized to make all deliveries except to 32nd Street Naval Station customers (particularly ships) where straddle trucks are used. With the exception of high volume dedicated runs, trucks and tractors normally haul material for several customers at the same time. Straddle trucks, on the other hand, are highly maneuverable vehicles specifically designed to carry palletized loads short distances. As such, they are well suited to serving fleet and shore activities at the 32nd Street Naval Station because of their ability to operate in congested areas and the closeness of the customers (all are located within 1.7 miles of Building 70). However, their maximum carrying capacity is seven pallets at once, therefore they are generally limited to serving only one customer before returning to the Annex for another load. It should also be noted that the NCA provides forklift trucks to the 32nd Street ships to aid in unloading trucks from either the Broadway Compound or Cal Ice.⁴

With that as background, the following subsections will define each of the four delivery modes and address who receives the service. In addition, this section will conclude with a brief description of the system's actual daily operation.

⁴Forklifts are provided by NCA when the volume of the delivery warrants their use.

1. Scheduled Dedicated Runs

These runs are considered to be those where both the frequency of delivery and the time of equipment departure from the Supply Center are published in advance. In general, they are utilized by NSCSD only when the volume of material to be delivered is both high and relatively constant.

Table 9 displays these runs, their frequency, time of departure, and destinations. It is worthy of note that the majority of them are used for intra-Supply Center movements of material from the Broadway Compound to the NCA or from the Broadway Compound and NCA to the Long Beach Annex. The reason for this is assumed to be the more predictable movement volumes based on the consolidation of customer orders.

2. Semi-Scheduled Dedicated Runs

These runs are considered to be those where the basic frequency of delivery, and thus the customer's knowledge that the material will be delivered on a specific day, is promulgated in advance, but not necessarily the time of day of actual delivery. As can be seen from Table 10, these runs are primarily used to provide provisions to large ashore enlisted dining facilities and general material to industrial activities.

3. Semi-Scheduled Customer Zones

As can be seen from the above subsections, dedicated runs are reserved for only the largest of NSCSD's local customers. The vast majority of deliveries are affected

TABLE 9
SCHEDULED DEDICATED RUNS

FREQ	TIME	DESTINATION	CARGO
Daily	0330	Long Beach Annex	GSK*
Daily	0830	Navsta Servmart	GSK
Daily	0930	NCA Bldg 270, PWCSO, Supship, and Quick Pic material	GSK
Daily	1000	NCA Bldg 70	GSK
Daily	1200	NCA Bldg 65	GSK
Daily	1300	NASM and Servmart	GSK
Tue/Thu	0400	Long Beach Navsta	Subsistence

*GSK - general stores material (all material other than subsistence)

TABLE 9 SCHEDULED DEDICATED RUNS

TABLE 10
SEMI-SCHEDULED DEDICATED RUNS

FREQ	DESTINATION	CARGO
Twice daily	32nd St. Piers	Subsistence (F/Ch)
Twice daily	32nd St. Piers	Subsistence (Fr)
Daily	32nd St. Piers	GSK
Daily	All shore activities	GSK
Daily	NCA Bldg 70	GSK
Daily	Long Beach Annex and Servmart	GSK
Twice weekly	LBNSY	GSK
Twice weekly	NASNI afloat units	Subsistence (F/Ch)
Twice weekly	MCRD	GSK
Weekly	32nd St. EDF	Subsistence (F/Ch)
Weekly	NASM	Subsistence (F/Ch)
Weekly	Camp Pendleton	Subsistence (F/Ch)
Weekly	NRMC Balboa	Subsistence (F/Ch)
Weekly	NASNI EDF	Subsistence (F/Ch)
Weekly	Amphib Base	Subsistence (Fr)
Weekly	NASNI EDF	Subsistence (Fr)
Weekly	Camp Pendleton	GSK
Weekly	Property Disposal	Excess Property

Note: the time of departure and actual number of runs varies with the workload

Legend: F - Frozen Subsistence
 Ch - Chill Subsistence
 Fr - Fresh Subsistence
 GSK - General Stores Material (all material other than subsistence)

TABLE 10 SEMI-SCHEDULED DEDICATED RUNS

under a customer zone delivery plan. Basically the plan entails dividing the local area into eleven geographical areas (zones) and scheduling deliveries to customers in these zones on a predetermined day of the week schedule. Figure 16 displays the current construct of the delivery zones (and is annotated with the major customers in each) and Table 11 lists the current zone delivery schedule. Table 12 presents a more detailed breakdown of the zones by major customer concentrations and will be referred to periodically. The reader is referred to Appendix A for a complete list of the customers in each zone.

The zone delivery arrangement was instituted because, in general, the amount (both of weight and cube) and regularity of material delivered to the majority of local customers was insufficient to warrant a dedicated scheduled delivery. By utilizing the zone delivery plan, NSCSD is able to consolidate material movements in order to more efficiently utilize their delivery resources and thus reduce the cost per measurement ton (M/T) of material moved. It must be realized though, that while this may be advantageous to the Supply Center, it does create problems for the receiving activities. The most notable of these is that on any given delivery day the activity is not aware of whether or not they will receive material, let alone how much or at what time of the day. As a result, receiving activities are precluded from doing any advance receipt planning and quite

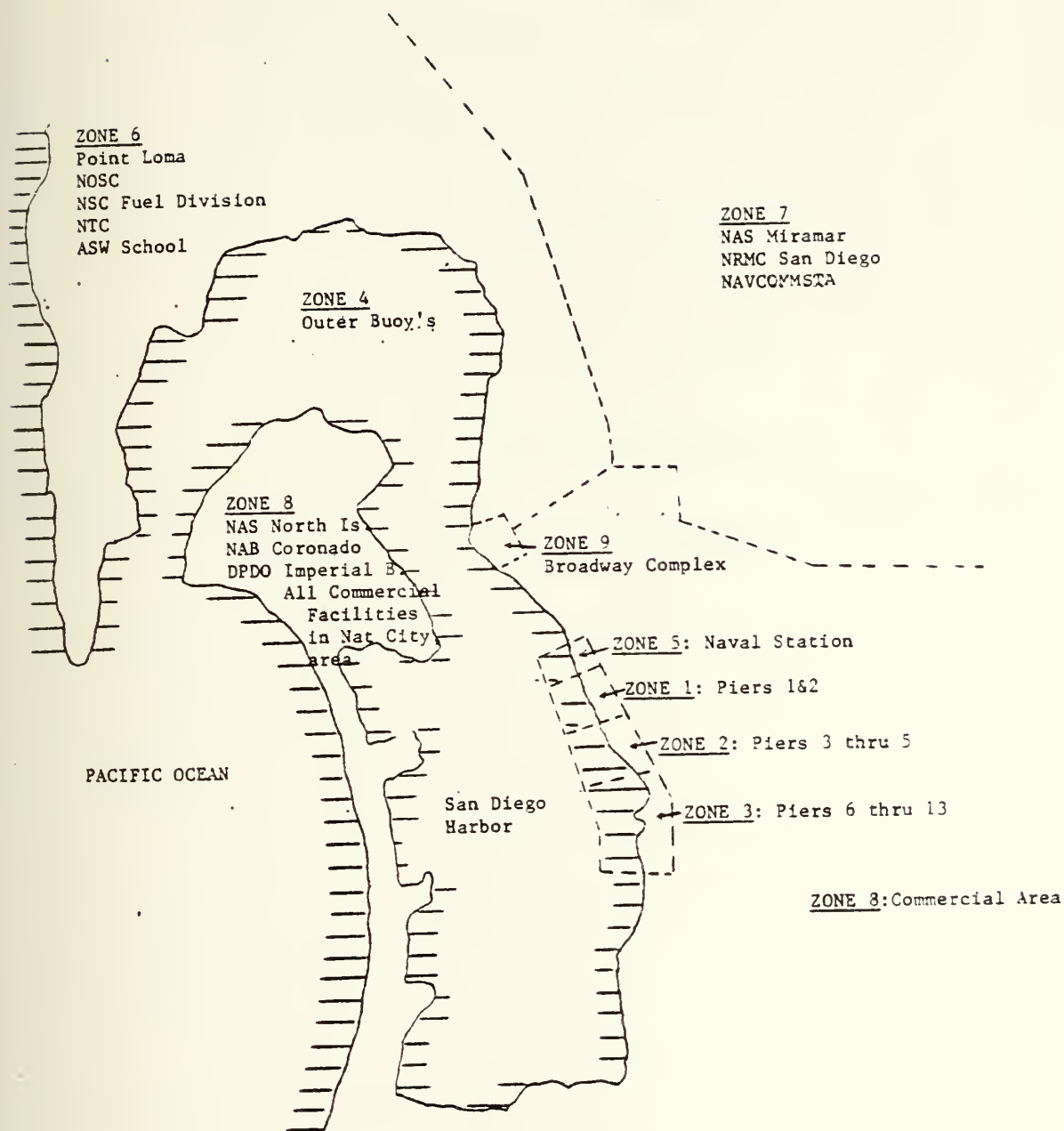


Figure 16: NSC SAN DIEGO DELIVERY ZONES

TABLE 11
ZONE DELIVERY SCHEDULE

ZONE	DAYS DELIVERED
1	Monday/Thursday
2	Monday/Thursday
3	Tuesday/Friday
4	Monday thru Friday (as required)
5	Monday/Wednesday
6	Tuesday/Thursday
7	Monday/Wednesday
8	Tuesday/Friday
9	Monday thru Friday (as required)

TABLE 11 ZONE DELIVERY SCHEDULE

TABLE 12
NSC LOCAL CUSTOMERS AND ZONE DESCRIPTIONS

ZONE NUMBER	LOCATION/ DESCRIPTION	CUSTOMERS
1,2,3,4	Afloat: 32nd Street Piers 1-13 and outer buoys	84
	Afloat Aviation Dets	3
5	Central: 32nd Street Complex & Naval Station	
	Afloat	2
	Aviation Dets	1
	Ashore	19
6	Northwest: Submarine Support Facility	
	Afloat	29
	Ashore	4
	Naval Training Center Area	
	Ashore	8
	Point Loma Area	
	Ashore	5
	All Others	
	Afloat (USCG)	1
	Ashore	19
7	Northeast: NAS Miramar Area	
	Air Squadrons	17
	Ashore	6
	Naval Hospital	1
	All Others	10
8	National City South & Coronado Peninsula: NAS North Island	
	Air Squadrons	20
	Afloat	8
	Ashore	18
	Coronado	12
	All Others	10
9	Broadway Complex Shore Units	5
P	Camp Pendleton Squadrons & Groups	3
	Battalions	9
	Others	12
LE	Long Beach Afloat	35
	Ashore	11

TABLE 12 NSC LOCAL CUSTOMERS AND ZONE DESCRIPTIONS

often must interrupt other scheduled evolutions in order to receive the delivered material.

4. Irregular/Expedited Dispatches

This method of delivery is utilized when circumstances prevent using one of the other scheduling methods. They occur when either the criticality or volume of material calls for some type of special handling and/or delivery. Therefore, these runs are always scheduled on an as-required basis.

Regarding the actual operation of the local delivery system, with the exception of the scheduled dedicated runs listed in Table 9, the Broadway Compound and the NCA delivery section foremen actually dictate the first runs to be made on any given day. They base their decisions on a knowledge of the priority and total volume of material to be delivered to specific customers/zones that day.

After the first delivery runs of the day have been completed, the dispatcher at the Broadway Compound takes control of vehicle movements and the remaining deliveries. He bases his routing decisions on inputs from both the Broadway Compound and the NCA foremen who keep him apprised of issued material volumes, priority, and destinations. While this is an extremely flexible system, its approach precludes attaining optimal asset utilization. The reason is simply that it is impossible for the dispatcher to fulfill all the functions of a vehicle scheduling algorithm. Given the telephonic

information processing systems utilized, the volumes of material movements, and time constraints faced, it is impossible for one person to have the entire realm of data concerning the volume of material, priorities, destinations, and possible routing alternatives, or the mathematical background and time to seek efficient assignments.

IV. LOCAL DELIVERY VOLUME OF BUSINESS

This chapter will include a discussion of the volume of business associated with the delivery of material to local customers. Included in this discussion will be sections addressing the analysis of requisition, material issue, and weight and cube volumes of business, an ABC analysis of the work load, the effects of material double handling, and lastly, a section discussing the extrapolation of the nine-months data to a twelve-months period.

A. DATA REDUCTION

It was originally intended to limit the work load analysis of NSCSD's local delivery system to the information available from the Supply Center's Uniform Management Reports and production reports. However, as mentioned in Chapter I, several problems were encountered with the data which severely restricted the application of this approach.

To reiterate, the principal limitation of the above technique was that the summary form of the information from these reports precluded a detailed analysis of the work load associated with fulfilling the local delivery distribution function. Table 13 presents the material movement statistics which were extracted from the Uniform Management Reports for the Transportation Division. As can be seen, it simply displays the total number of work units, in this instance

TABLE 13
TOTAL PALLETS OF MATERIAL MOVED BY NSCSD

<u>MONTH</u>	<u>PALLETS MOVED</u>
Oct 79	35,174
Nov 79	33,393
Dec 79	31,309
Jan 80	40,841
Feb 80	37,366
Mar 80	39,250
Apr 80	44,193
May 80	42,497
Jun 80	40,259
Jul 80	35,774
Aug 80	33,872
Sep 80	38,134
TOTAL	<u>452,062</u>

TABLE 13 TOTAL PALLETS OF MATERIAL MOVED BY NSCSD

pallets, which were handled during fiscal year 1980. While this is sufficient to gain an overview of the magnitude of the total local delivery task, it leaves unanswered many questions, such as individual customer or zone delivery volumes, which are pertinent to the local delivery planning process.

Compounding the above problem was the lack of specific customer delivery volume information in a form which could be conveniently used in a computer or manual analysis. The only material movement production report maintained by the Supply Center which includes customer information is a daily log kept by each driver in Code 303 to document his movements throughout the shift. A sample is shown in Figure 17. While the sheer volume of these logs (one per day per driver) in conjunction with resource constraints eliminated any possibility of compiling all the data they contained, a sample was reviewed by Clausen [Ref. 4: p. 25] to compute the average loading, transportation, and unloading times reported in Chapter II. Consideration was given to using a similar technique to estimate specific customer delivery volumes, however, two factors led to its abandonment. First, due to the fact that each log may record deliveries to only a few customers, the desire to accumulate delivery statistics on all local customers could not be met with any reasonable sample size. Secondly, and equally important, the head of the Transportation Division (Code 303) cautioned against

96-37584 - 91-22845

[illegible]

Figure 17: SAMPLE DRIVER'S DAILY LOG

their use for such a purpose because he considered their accuracy to be questionable.

A third problem was encountered with the work unit NSCSD uses to measure material movement. As can be seen in Table 13, the Supply Center reports most material movements in terms of the number of pallets transported instead of the actual weight and cube. Theoretically, a standard Navy pallet equals forty cubic feet, or one measurement ton. However, as noted by Clausen [Ref. 4] and substantiated by the head of Code 303 and actual observation, the loading of pallets is not uniform because of the requirement to consolidate material by specific customer destination and the irregularity of individual line item weight and shape. As a result, appreciable instances of excessive or partial loading are encountered. In the absence of any statistical analysis of pallet loads, it is assumed that the material movements reported by the Supply Center represent, at best, gross approximations of delivery volumes.

As stated in Chapter I, to overcome these deficiencies NSCSD's DHF and FMSO's FCF were utilized to obtain specific line item weight and cube information for individual customers. However, even this data did not lend itself to a complete analysis. The primary problems encountered in this area were:

1. The DHF from NSCSD did not include the entire fiscal year prior to SER. The period covered on the DHF

tapes was 21 November 1979 through 20 November 1980. Since this study is limited to the pre-SER time period, the last one and one-half months of data could not be utilized.

Similarly, whereas the requisitions date sequencing of the DHF means that it contains all material requests received during the above period (even for the first day on the file), the same is not true of shipping or supply action information. It must be remembered that there are processing and transportation hold time delays experienced between the receipt of a requisition and the actual shipment of the material (Appendix B lists the time standards set for this by higher authority.) Since the DHF posts the shipping and supply action date to the individual requisition record, the file does not reflect shipping information until the processing time has elapsed. This does not mean that the Supply Center is not shipping any material during this period. In fact they are shipping material for requisitions received prior to the start date of the tape. Simply restated, as reflected on the DHF, the time lag between the requisition preparation date on which the file is based, and the actual supply action date precludes immediate attainment of a steady state of operations.

The above, in conjunction with a review of statistics, led to the discounting of November and December 1979 as a transition period to steady state operations. Specifically, the Uniform Management Reports for fiscal year 1980 indicated that 67.2 percent of all issues made by NSCSD were for IPG III requisitions. Since the time standard for receipt of locally stocked IPG III material by local customers is 29 days, it was assumed that the DHF would not reflect "normal" issue volumes until mid-December, approximately thirty days after the start of the tape. This supposition was substantiated by a review of the DHF generated "shipping statistics" for those two months, which indicated smaller than average shipping volumes through late December.

The transition period, in conjunction with the post-SER record problem, effectively reduced the analytically useable portion of the DHF tapes to nine months. This resulted in the loss of 465,804 of the 1,806,823 records contained on the DHF.

As a recommendation for similar studies in the future, it is considered desirable to have one complete fiscal year of data prior to the SER, plus data from the last quarter of the preceding fiscal year, to allow a transition to a steady state of operations.

2. The Freight Classification File (FCF) tapes from FMSO contained incomplete data on line item weight and cube. Noteworthy deficiencies were:
- a. there were 211,326 stock numbered items listed on the DHF that were not listed on the FCF.
 - b. there were 200,332 stock numbered items listed on the DHF for which the FCF contained no weight or cube information.
 - c. there were 126,885 non-stock numbered items on the DHF for which there was no available weight and cube data.
 - d. there were some items on the FCF tapes for which the weight and cube information was not in conformance with the unit of issue. Two notable cases were lumber and gases. In the first instance the unit of issue was board feet while the weight and cube information was predicated on one thousand board feet. Similarly, the unit of issue for gases was cubic feet, yet the weight and cube figures presented were based on a total cylinder quantity.

Although an attempt was made to correct these errors, the volume of data necessitated limiting the verification process. The method adopted was to individually print all requisitions with an extended weight in excess of 2000 pounds or which

were shipped on days where the total material movement exceeded 1,000,000 pounds. The line item unit of issue, weight, and cube information for those requisitions was then compared to technical specifications for the item contained in the Defense Logistics Agency "Identification List" file. In those instances where the FCF data appeared inconsistent with the technical description of the item, industry publications and local distributors of similar product types were consulted to ascertain what the approximate weight and cube of the line item should be for the given unit of issue. The authors' merged version of the DHF/FCF tapes was then corrected accordingly. While this did allow some refinement of the data, it must be assumed that only the most obvious errors were rectified.

- e. in general, only net weight and net cube information was recorded on the FCF tapes. Therefore, accurate data concerning the weight and cube added to an item by packing and packaging material were not available. The lack of statistically acceptable information in this regard made the application of any compensating factors extremely questionable.

The actual statistical effect of the above problems varied greatly, depending on the data one was trying to compile. Its most pronounced effect was encountered in the generation of local customer requisition statistics where the nine-month steady state data base was reduced by 55.7 percent from 1,229,483 to 544,188 requisitions. Conversely, its impact on records displaying local delivery shipping status (BA status with either a mode 9 shipping code or no shipping code) was less, but still significant as evidenced by a 28 percent file reduction from 675,026 to 485,901 records. Since both the unmerged (with the FCF) full file DHF and the merged reduced file DHF were used in different areas of the analysis, terminology must be assigned to differentiate which file was used at which point. For the purposes of this study, the term "unconstrained DHF" shall refer to the unmerged full DHF, and the term "constrained DHF" shall refer to the reduced DHF caused by merging it with the FCF.

The difference in the above effects is assumed to be attributable to the higher incidence of weight and cube information on the FCF for requisitions for material stocked by NSCSD than for requisitions for material which the Supply Center did not carry. Validation of this supposition was considered beyond the scope of this analysis as it would have required a three way comparison of NSCSD's Master Item Stock Record file (MSIR), the FCF, and the DHF. However,

it does not seem illogical to assume that the FCF would be more apt to include information on, and NSCSD more likely to stock, material which experiences a relatively high transaction volume since it is more likely to be transported and requested.

Futher problems which restricted the scope of this analysis were encountered in the areas of accounting for the movement of fresh fruits, vegetables, and frozen provisions; the replication of all eleven local delivery zones/locations utilized by NSCSD; and the determination of intra-Supply Center material movements.

1. The only information maintained by NSCSD regarding the movement of fresh fruits, vegetables (FFV), and frozen provisions was in summary form. As can be seen from the available figures displayed in Table 14, the data was limited to end-of-the-month recapitulations of the total short tons and/or pounds delivered by NSCSD. The lack of delivery information by zone or specific customer, in conjunction with the inability to transform this monthly data into any form of cube statistics necessitated limiting the individual zone local delivery analysis to only GSK material and dry provisions.
2. While NSCSD uses the eleven zones (nine in metropolitan San Diego, plus Camp Pendleton and Long Beach) depicted in Figure 16, for local delivery

TABLE 14
VOLUME OF CHILL AND FROZEN PROVISIONS MOVED

MONTH	FFV*	FROZEN/CHILL*
May 79	671,020	1,575,265
Jun 79	521,360	1,279,660
Jul 79	574,940	1,316,833
Aug 79	445,220	1,223,571
Sep 79	527,680	1,145,074
Oct 79	638,400	1,736,607
Nov 79	486,520	1,377,284
Dec 79	379,720	1,249,332
Jan 80	560,840	1,377,316
Feb 80	589,980	1,672,177
Mar 80	467,160	1,150,180
Apr 80	492,980	1,562,417
May 80	582,500	1,430,394
Jun 80	446,500	1,193,230
Jul 80	693,840	1,553,662
Aug 80	532,120	1,650,533
Sep 80	574,040	1,136,603
Oct 80	519,780	1,463,150

*Measured in pounds.

TABLE 14 VOLUME OF CHILL AND FROZEN PROVISIONS MOVED

purposes, the inability to ascertain specific ship movements within the 32nd Street complex required the merging of NSCSD's five 32nd Street Naval Station zones into one zone. While this does not foster a completely accurate representation of local deliveries especially by the Supply Center's National City Annex (NCA) operation, it did not preclude capturing weight and cube information for deliveries to geographic locales.

3. It was not possible to determine the extent of intra-Supply Center movements of material between the Broadway Compound and the NCA operation incident to local delivery consolidation efforts. Since material destined for afloat units is consolidated at the NCA prior to delivery, the weight and cube figures reported in this study are understated to the degree that double handling of this material occurs. Although an accurate estimation of this could not be constructed from the available data, a rough approximation was formulated using the analysis results.

The approximation is presented later in this section.

In view of the above, the nine months of steady state information available for use in the local delivery analysis have probably resulted in figures which are understated. However, the figures are as accurate as could be constructed from the available data and are considered to be satisfactory

for ascertaining the relative volume of material movement to NSCSD's local customers.

B. LOCAL DELIVERY WORK LOAD ANALYSIS

With this in mind, the following subsections will present the results of the local delivery work load analysis. However, since local delivery operations must incorporate how often and what kind of material is being moved, as well as how much, into their planning, it was decided to include requisition and issue volumes with weight and cube statistics in this effort. Each of these facets shall be specifically addressed by delivery zones, sub-zones, and individual customers in the succeeding subsections.

The sub-zones, which are major geographical concentrations of customers such as the 32nd Street Naval Station and NAS North Island, are introduced to allow delivery destinations to be more narrowly defined than the relatively large areas of the zones. The underlying intent was to provide information that was more consistent with the actual delivery method of consolidating shipments to co-located customers. The sub-zones so chosen for examination include: from Zone 1, the 32nd Street Naval Station afloat units as one sub-zone and the ashore units as another; from Zone 6, ashore and afloat units (where applicable) located at the Naval Training Center (NTC) complex, Submarine Support Facility (SUBSUPFAC), and the Point Loma Compound respectively; from Zone 7, activities located at NAS Miramar and

the Balboa Park Naval Regional Medical Center (NRMC); and from Zone 8, ashore and afloat activities located at NAS North Island and the Naval Amphibious Base (NAB) respectively.

Following the above, a rudimentary ABC analysis of the weight and cube of the individual line items requested by the local customers will be presented. This analysis basically reports the frequency of occurrences by predetermined categories, such as the number of times items weighing less than five pounds were moved, and is useful from a planning perspective. In addition, this section will close with the rough approximation (mentioned above) of the magnitude of material double handling incident to the consolidation of deliveries at the NCA.

1. Requisition Volume Analysis

Data concerning the number of material requests submitted by local customers were compiled to gain an appreciation of the requisition processing work load involved in their support. The analysis was conducted through a computer sort of the unconstrained DHF by the local customers listed in Appendix A. The record fields sorted were the unique Unit Identification Code (UIC), assigned to each military activity by the DOD, and the requisition date field. This procedure indicated that the 352 identified local customers submitted a total of 1,229,483 requisitions to the Supply Center during the nine-months period from 1 January 1980 to 30 September 1980. They accounted for 87.1 percent of the

1,411,960 requisitions which the "Supply Distribution and Inventory Control Operations Reports" (discussed in Chapter II) indicated that NSCSD received during this time.

This information was further refined by an extension of the above technique to ascertain the high volume activities, zones, and sub-zones. With regard to the volume of business attributable to individual customers, Appendix C lists, in descending order, the number of unconstrained requisitions submitted by each activity. The requisition information it contains for the top 21 requesting activities is summarized in Table 15. (The top 21 customers were chosen for display simply because a natural break occurred between the 21st and 22nd customers.)

As demonstrated in Table 15, the top 21 requesting activities, or six percent of the local customers, accounted for 59.4 percent of the requisitions received from the local customers (and 52 percent of the requisitions received from all sources). It is worthy of note that fifteen of the 21 activities listed in Table 15 perform some type of industrial or repair function, and with the exception of the USS STERRETT (CG 31) who was undergoing overhaul at the LBNSY, the remainder are involved in providing logistical support to the operating forces. Furthermore, the majority of these activities are located in either Zones 1 or 8 which, as shown in Table 12, are major fleet concentration points.

TABLE 15
TOP 21 CUSTOMERS BY NUMBER OF REQUISITIONS

UIC	NAME	NR REQNS	*PER CENT OF TOTAL
00244	NSCSD	74,465	6.1
60258	LBNSY	73,894	6.0
65888	NARF NASNI	67,736	5.5
00246	NASNI	61,018	5.0
03361	USS RANGER (CV 61)	59,221	4.8
65918	SIMA	54,469	4.4
60259	NASM	47,616	3.9
04648	USS SAMUEL GOMPERS (AD 37)	34,090	2.8
04621	USS SPERRY (AS 12)	33,854	2.8
20132	USS DIXON (AS 37)	32,523	2.6
08810	USS JASON (AR 8)	25,709	2.1
03364	USS CONSTELLATION (CV 64)	21,638	1.8
04620	USS PRAIRIE (AS 15)	21,073	1.7
20550	USS TARAWA (LHA 1)	20,355	1.7
08806	USS AJAX (AR 6)	17,138	1.4
03363	USS KITTY HAWK (CV 63)	17,115	1.4
63387	PUBLIC WORKS CENTER	15,067	1.2
53988	FLT AVIATION LOG SUPPORT CEN	13,988	1.1
52706	USS STERETT (CG 31)	13,116	1.1
20633	USS BELLEAU WOOD (LHA 3)	12,755	1.0
65584	NAVELEX DET SAN DIEGO	11,921	1.0
		Total	59.4

*Total unconstrained requisitions.

TABLE 15 TOP 21 CUSTOMERS BY NUMBER OF REQUISITIONS

As displayed in Table 16 this general statement is supported by the results of the zone analysis which showed that over 51 percent of the unconstrained DHF requisitions were submitted by activities located in Zones 1 and 8. It is interesting to note, however, that even though Zones 1 and 8 have approximately the same number of top 21 customers (8 and 7 respectively), Zone 1 generated significantly more requisitions (12.5 percent). This is attributable to the cumulative effect of the many more individual activities located in Zone 1 than Zone 8 (109 versus 68). This specific supposition is reinforced by the sub-zone unconstrained requisition volume breakdown presented in Table 17, which clearly shows that the afloat units located at the 32nd Street Naval Station submitted the greatest number of requisitions. This is most probably due to the fact that, in general, the afloat units berthed there are relatively small (predominantly destroyers and cruisers) and do not have sufficient storage space to hold large quantities of material in stock. Therefore, they are forced to order less material, more frequently, than other activities. It is also worthy of note that four sub-zones, comprising in actuality only three geographic locations (32nd Street, NASNI, and Long Beach), accounted for 75.3 percent of the total requisition submissions.

As shown in both Table 16 and Table 17, a similar analysis of the constrained DHF tapes tended to overstate the

TABLE 16
REQUISITIONS BY ZONE

ZONE	UNCONSTRAINED REQUISITIONS	PER CENT	CONSTRAINED REQUISITIONS	PER CENT
1	453,904	36.9	229,001	42.1
6	127,018	10.3	53,546	9.8
7	65,436	5.3	24,580	4.5
8	299,325	24.4	107,225	19.7
9	78,299	6.4	26,176	4.8
P	12,367	1.0	6,850	1.3
LB	193,134	15.7	96,810	17.8
Totals	1,229,483	100.0	544,188	100.0

TABLE 17
REQUISITIONS BY SUB-ZONE

SUB-ZONE (ZONE)	UNCONSTRAINED REQUISITIONS	PER CENT	CONSTRAINED REQUISITIONS	PER CENT
32nd Street (1) Afloat	338,179	27.5	174,120	32.0
32nd Street (1) Ashore	115,725	9.4	54,881	10.1
SUBSUPFAC (6)	95,995	7.8	40,423	7.4
NTC (6)	12,986	1.1	5,599	1.0
Point Loma (6)	11,538	.9	4,751	0.9
NAS Miramar (7)	51,483	4.2	17,850	3.3
NRMC San Diego (7)	9,277	.8	5,338	1.0
NASNI (8)	279,024	22.7	95,119	17.5
Coronado (8)	15,090	1.2	8,005	1.5
NSCSD (9)	78,299	6.4	26,176	4.8
Pendleton (P)	12,367	1.0	6,850	1.3
Long Beach (LB)	193,134	15.7	96,810	17.8

Note: Sub-Zones 6D, 7C, and 8C are deleted due to their negligible impact.

percentage of the total requisition processing work load attributable to the 32nd Street afloat units and Long Beach, and understate that due to NASNI activities. These constrained requisition figures were not utilized in any subsequent analysis, rather they are presented solely to illustrate the extent of requisition records for which there was no weight or cube data available on the FCF tapes.

1. Material Issues Analysis

Statistics on the number of material issues made to local customers were compiled for the same reason as requisition statistics. They were formulated using the same basic computer sort procedure delineated in subsection one for the requisition analysis except that the supply action date field was substituted for the requisition date field, and only records which contained local delivery status were included. This procedure revealed that during the nine-months time frame NSCSD made 675,026 issues to the 352 local customers. This accounts for 78.2 percent of the 863,418 issues which the "Supply Distribution and Inventory Control Operations Reports" indicated that the Supply Center made during this time.

With respect to the number of issues attributable to individual customers, Appendix D lists, in descending order, the number of local delivery issues attributable to each local customer. As displayed in Table 18 the top 21 receiving activities accounted for approximately 57 percent

TABLE 18

TOP 21 CUSTOMERS BY NUMBER OF SHIPPING DOCUMENTS

UIC	NAME	NUMBER OF SHIPPING DOCS	*PER CENT OF TOTAL
00244	NSCSD	64,851	9.6
60258	LENSY	37,574	5.6
65918	SIMA	29,950	4.4
03361	USS RANGER (CV 61)	28,660	4.2
00246	NASNI	25,462	3.8
60259	NASM	19,631	2.9
04648	USS SAMUEL GOMPERS (AD 37)	19,604	2.9
04621	USS SPERRY (AS 12)	19,065	2.8
20132	USS DIXON (AS 37)	17,716	2.6
65888	NARF NASNI	17,694	2.6
08810	USS JASON (AR 8)	16,279	2.4
04620	USS PRAIRIE (AS 15)	12,997	1.9
63387	PUBLIC WORKS CENTER	11,741	1.7
08806	USS AJAX (AR 6)	11,081	1.6
03363	USS KITTY HAWK (CV 63)	8,696	1.3
20550	USS TARAWA (LHA 1)	8,427	1.2
03364	USS CONSTELLATION (CV 64)	8,309	1.2
68094	NRMC CAMP PENDLETON	7,625	1.1
52706	USS STERETT (CG 31)	7,191	1.1
68056	NRMC SAN DIEGO	6,661	1.0
20633	USS BELLEAU WOOD (LHA 3)	6,233	0.9
		Total	57.1

*Total unconstrained shipping documents.

TABLE 18 TOP 21 CUSTOMERS BY NUMBER OF SHIPPING DOCUMENTS

of the issues made to local customers, and 44.6 percent of the issues made to all recipients. Nineteen of the 21 were also in the top 21 requisitioning activities. The activities which dropped off the list, the Fleet Aviation Logistics Support Center and the Navy Electronics System Command Detachment, are both logistical support oriented operations, whereas the units which replaced them were both medical centers (NRMC Camp Pendleton and NRMC San Diego). This simply indicates that NSCSD was more successful in satisfying the material requirements of the two NRMC's than it was those for the other two activities. While an analysis was not conducted to ascertain the specific reason for this, it is not considered presumptive to assume that in general, the NRMC's order a smaller range of more stable demand items than the two logistical activities.

In a somewhat similar vein, it is noteworthy that whereas the NARF at NASNI was the number three requisitioning activity, it ranked as only the tenth activity in terms of the number of issues made. This also is assumed to be reflective of demand stability and range of stock material considerations.

A similar shift to that described above was found in the results of the zone analysis. As exhibited in Table 19, the percentage of total material issues attributable to Zone 8 is considerably less than its percentage of the requisition processing work load displayed in Table 16 (18.1 percent versus 24.4 percent). While four zones experienced higher

TABLE 19
SHIPPING DOCUMENTS BY ZONE

ZONE	UNCONSTRAINED SHIPPING DOCS	PER CENT	CONSTRAINED SHIPPING DOCS	PER CENT
1	268,201	39.7	202,406	41.7
6	68,224	10.1	47,337	9.7
7	30,761	4.6	23,746	4.9
8	122,366	18.1	91,978	18.9
9	66,432	9.9	26,014	5.4
P	8,833	1.3	6,943	1.4
LB	110,209	16.3	87,477	18.0
Totals	675,026	100.0	485,901	100.0

TABLE 20
SHIPPING DOCUMENTS BY SUB-ZONE

SUB-ZONE (ZONE)	UNCONSTRAINED SHIPPING DOCS	PER CENT	CONSTRAINED SHIPPING DOCS	PER CENT
32nd Street (1) Afloat	204,234	30.3	150,887	31.1
32nd Street (1) Ashore	63,967	9.5	51,519	10.6
SUBSUPFAC (6)	51,784	7.7	36,471	7.5
NTC (6)	8,421	1.2	4,885	1.0
Pcint Loma (6)	5,507	.8	4,363	0.9
NAS Miramar (7)	21,429	3.2	17,150	3.5
NRMC San Diego (7)	6,659	1.0	6,505	1.3
NASNI (8)	109,192	16.2	82,349	16.9
Coronado (8)	9,976	1.5	7,321	1.5
NSCSD (9)	66,432	9.9	26,014	5.4
Pendleton (P)	8,833	1.3	6,943	1.4
Long Beach (LB)	110,209	16.3	87,477	18.0

Note: Sub-Zones 6D, 7C, and 8C are deleted due to their negligible impact.

issue percentages than requisition percentages (Zones 1,9, P, and LB), the largest increases were detected in Zones 1 and 9. The reason is once again considered to be most probably due to the impact of greater stability in the range of items requested by the activities located in these zones.

Despite this shift, the figures indicate that, as with requisition processing, Zones 1 and 8 were the principal contributors to the material issue work load. Specifically, the analysis showed that over 57 percent of the unconstrained DHF local delivery documents were destined for activities located in these two zones. Furthermore, when the material issues for only one more zone, Long Beach, are added in, over 74 percent of the local delivery issue work load has been accounted for.

The same basic relationships exist for requisitions submitted by, and material issued for, the sub-zones. As shown in Table 20, the 32nd Street Naval Station afloat units were the highest sub-zone contributor to NSCSD's work load. Two additional points are of interest here. First, the difference between the highest and next highest zones is significantly greater in the case of material issues than in requisitions submitted. And secondly, the issues destined for 32nd Street afloat units far outweighed those destined for the activities located at NASNI.

With regard to the first point, there was only a 4.8 percent difference (27.5 percent minus 22.7 percent) between

the two sub-zones submitting the greatest number of requisitions. However, there is a 14 percent difference (30.3 percent minus 16.3 percent) between the two zones generating the greatest number of material issues. This clearly indicates the predominate position of the 32nd Street Naval Station afloat units as the greatest material issue volume customers.

This same association is displayed in a direct comparison of the 32nd Street afloat units' material issue volume with the NASNI activity volume. Although both represent major operating force concentration points (surface ships at 32nd Street; aviation units at NASNI) and both contain industrial activities (destroyer tenders at 32nd Street; NARF at NASNI), the 32nd Street afloat units' material issue work load at NSCSD was almost double that of NASNI. This is considered to be indicative of the pre-SER supply support mission of the Supply Center. It must be remembered that prior to SER, NASNI was responsible for providing aviation material support, not the Supply Center.

3. Weight and Cube Analysis

The local customer weight and cube analysis also used a computer sort of the DHF to compile the statistics. However, several important differences exist between this and the previous sorts. First, by necessity, the weight and cube analysis sort was performed on the merged DHF/FCF file which was constrained to those records with weight and cube

information listed on the FCF tapes. Secondly, it was necessary to bring into consideration an additional category of material movement, namely material received by NSCSD for further transfer to its local customers.

The "for further transfer (FFT)" type of material movement to local customers occurs when another governmental supply activity or a commercial contractor specifically sends material to NSCSD for delivery to another activity. It can arise from a myriad of situations, many of which invoke a great deal of latitude by supply personnel in deciding whether to have the material delivered directly to the requesting activity or sent FFT to NSCSD. For this reason the delineation of all possible FFT circumstances, and thus their inclusion in the analysis, was considered impractical.

However, as mentioned in Chapter II, NSCSD had a POE effectiveness rate of only 63.1 percent during fiscal year 1980. This means, in general terms, that over one third of all the material requests it received were possible candidates for FFT. Therefore, it was considered appropriate that some attempt to judge its magnitude, no matter how rudimentary, should be made. The procedure adopted was to limit the analysis to the most obvious candidates. Specifically, the only requisitions considered were those with status indicating that NSCSD had passed them to another supply activity for action, or which showed that NSCSD was

procuring the material from a commercial source for other than direct delivery. In addition, since it is the policy to ship as much out of area material as possible by parcel post, the above data was further refined to include only those items which could not qualify for parcel post shipment because they exceeded either the weight or cube limitations (70 lbs. and 6 cubic feet respectively).

As can be deduced from the above, the FFT analysis procedure generated at best a very rough approximation of the weight and cube of such material movements. In addition, it was not possible to determine either the date NSCSD received such material or the date that they effected its delivery because the DHF is not updated with such information. Therefore, it was necessary to record FFT information according to the NSCSD supply action date (passed the requisition, material being issued, etc.). Thus, there is no way of knowing whether the material was actually received by NSCSD or delivered during the nine-months period analyzed. For these reasons, the derived FFT figures are simply presented in Table 24. It should be remembered that at best it represents a gross approximation of this type of material movement.

The general constrained DHF weight and cube procedure (excluding FFT) indicated that NSCSD delivered 62,644,062 pounds and 2,425,816 cubic feet of material to its local customers during the last three quarters of fiscal year 1980.

Table 21, Table 22, and Table 23 display the weight and cube movement volumes to the top 25 local customers (25 were chosen because of the convenient break point between the 25th and 26th customers), zones, and sub-zones respectively. In addition, Appendix E lists in descending order the extended weight and cube of material delivered to each local customer.

As portrayed in Table 21, the top 25 receiving activities, or seven percent of the local customers, accounted for 34.7 percent of the total weight, and 36.5 per cent of the total cube of material delivered locally. While the industrial, logistical, and medical units (which comprised the top 21 requisitioning and material issue activities) are also among these top 25, there are some noticeable shifts in relative positions and some additions to the list. Of greatest significance in this regard is the addition of activities which maintain large personnel support operations (Enlisted Dining Facilities, military clothing issues, etc.) such as the Naval Training Center and the Commissary Store Region, San Diego. This is assumed to be indicative of relatively large but less frequent requests for provisions. This is of interest because, as previously mentioned, such items tend to be more uniform in size and this, in conjunction with the larger order sizes, could lead to more efficient MHE equipment and vehicle utilization.

TABLE 21
TOP 25 CUSTOMERS BY WEIGHT AND CUBE

UIC	NAME	WEIGHT (LBS)	CUBE (FT)
60258	LBNSY	2,427,654	70,292
00247	NTC SAN DIEGO	2,318,477	103,868
00244	NSCSD	1,769,649	106,015
03361	USS RANGER (CV 61)	1,621,645	52,653
60259	NASM	1,144,998	40,222
00246	NASNI	1,110,680	47,102
68056	NRMC SAN DIEGO	1,070,695	63,245
20132	USS DIXON (AS 37)	876,513	30,262
08806	USS AJAX (AR 6)	872,917	27,709
65918	SIMA	826,483	28,117
04621	USS SPERRY (AS 12)	802,476	27,783
04648	USS SAMUEL GOMPERS (AD 37)	726,616	25,637
03363	USS KITTY HAWK (CV 63)	644,193	20,500
08810	USS JASON (AR 8)	607,906	23,858
20550	USS TARAWA (LHA 1)	549,569	18,120
68094	NRMC PENDLETON	545,203	31,095
60681	COMMISARY STORE REGION SD	532,574	16,853
63387	PWC SAN DIEGO	524,497	28,915
62021	NAB CORONADO	487,400	12,541
00245	NAVSTA SAN DIEGO	463,348	13,564
20633	USS BELLEAU WOOD (LHA 3)	414,048	14,060
65888	NARF NORTH ISLAND	372,659	12,973
04620	USS PRAIRIE (AD 15)	360,962	13,705
03364	USS CONSTELLATION (CV 64)	357,890	12,763
66105	RESALE SUPPORT CENTER	291,409	43,377

TABLE 22
SHIPPING DOCUMENTS, WEIGHT, AND CUBE BY ZONE

ZONE	CONSTRAINED SHIPPING DOCS	WEIGHT (LBS)	PER CENT	CUBE (FT)	PER CENT
1	202,406	28,524,712	45.5	1,061,492	43.8
6	47,337	10,817,398	17.3	425,494	17.5
7	23,746	2,827,775	4.5	126,494	5.2
8	91,978	11,325,509	18.1	406,831	16.8
9	26,014	2,157,232	3.4	152,970	6.3
P	6,943	547,783	.9	31,204	1.3
LB	87,477	6,443,654	10.3	221,331	9.1
Totals	485,901	62,644,063	100.0	2,425,816	100.0

TABLE 23
WEIGHT AND CUBE MOVED BY SUB-ZONE

SUB-ZONE (ZONE)	WEIGHT (LBS)	PER CENT	CUBE (FT)	PER CENT
32nd Street (1) Afloat	12,574,745	20.1	453,146	18.7
32nd Street (1) Ashore	15,949,967	25.5	608,345	25.1
SUBSUPFAC (6)	7,017,488	11.2	263,555	10.9
NTC (6)	3,055,659	4.9	131,546	5.4
Point Loma (6)	716,560	1.1	28,137	1.2
NAS Miramar (7)	1,679,454	2.7	60,298	2.5
NRMC San Diego (7)	1,143,118	1.8	65,677	2.7
NASNI (8)	5,797,399	9.3	207,655	8.6
Coronado (8)	4,667,878	7.5	168,691	7.0
NSCSD (9)	2,157,232	3.4	152,970	6.3
Pendleton (P)	547,783	.9	31,204	1.3
Long Beach (LB)	6,443,654	10.3	221,331	9.1

Note: Sub-Zones 6D, 7C, and 8C are deleted due to their negligible impact.

TABLE 24
WEIGHT AND CUBE OF POSSIBLE FFT MATERIAL

ZONE	SHIPPING DOCUMENTS	WEIGHT (LBS)	CUBE (FT)
1	7,739	8,032,253	218,528
6	2,679	2,120,358	79,528
7	1,053	757,772	29,755
8	5,842	7,851,037	279,368
9	269	120,596	3,300
P	122	26,192	2,095
LB	4,813	3,622,107	97,924
Total	22,517	22,530,315	710,372

In spite of the presence of personnel support activities in the top 25 activities, as with requisitions and material issue analyses, Table 22 shows that Zones 1 and 8 accounted for the majority of material movement weight and cube. Of interest in this regard is that the predominance of Zone 1 as a work load contributor is even more evident than in the cases of requisition submittals and material issues. As shown, the next highest zone received less than half the weight and cube of Zone 1. Also of significance is the relative decline of the Long Beach zone. Whereas it stood third in both requisitions submitted and material issues generated, it is fourth in the weight and cube of material deliveries. Additionally, its percentage of the total in each instance dropped from approximately 17 percent to ten percent. This is presumed to be indicial of frequent requests for either relatively small quantities or small dimensioned material.

Although the zone analysis showed a dominance by the 32nd Street ashore and afloat customers, the sub-zone analysis indicates otherwise. The sub-zone analysis revealed a significant shift away from the 32nd Street afloat unit dominance. Specifically, as shown in Table 23, the highest percentage of material movement weight and cube was consigned to the 32nd Street ashore units. Similar to the 32nd Street afloat sub-zone, the percentage of material movement weight and cube attributable to NASNI is substantially less than

that sub-zone's contribution to the requisition processing and material issue work loads (nine percent versus approximately 17 to 18 percent) presumably for the same reasons cited for the Long Beach sub-zone's decline.

The FFT data mentioned at the beginning of this chapter is presented in Table 24. As can be seen, the analysis revealed that as much as 22,530,315 pounds and 710,372 cubic feet of FFT material could have been handled by NSCSD's local delivery operation. This represents a 36 and 29 percent increase, respectively, in the weight and cube of previously identified local delivery material movements. Although, as stressed earlier, the figures derived in this analysis are at best tentative approximations, the results nonetheless indicate that such material movements might have a potentially significant impact on the Supply Center's local delivery work load. As a result, it is considered that this area warrants further study.

4. ABC Analysis of Requisition Weight and Cube

A classic ABC analysis was conducted on the constrained DHF requisitions to determine the frequency of requisitions (by extended requisition weight and cube) and the cumulative total percent of these frequencies. This method of analysis is known by many names, such as Pareto optimality or the 20-80 method. In all cases though, the idea is based on the economic phenomenon that a few items or groups of material usually account for the majority of

total value, volume of business, or work load. The criteria for classification can take many forms, depending on the data and what information is required.

The value of such an analysis is that it provides a sound basis on which to allocate resources (be they personnel, funds, or equipment) with respect to the refinement of control desired. In this analysis, control would take the form of scheduling local deliveries and utilization of equipment and personnel.

Figure 18 shows the results of this analysis as relates to extended requisition weight. Of all requisitions destined for local delivery, 90.2 percent of these had an extended requisition weight of 100 pounds or less. Of even greater significance, 64.8 percent of these requisitions had an extended requisition weight of five pounds or less.

Figure 19 shows basically the same results as Figure 18, but for cube data. As this figure indicates, 90.1 percent of all requisitions for local delivery had an extended requisition cube of 3.7 cubic feet or less and 53.6 percent had an extended requisition cube of less than 0.1 cubic feet (these results are also shown in Table 25 and Table 26).

Table 25 and Table 26 clearly demonstrate that with regards to local delivery functions, NSCSD is issuing and delivering very light and small items with great frequency. Further, the analysis shows that large, heavy material is being moved rather infrequently. A possible inference is

NSC SAN DIEGO ABC
CURVE OF LOCAL DELIVERY
REQUISITION WEIGHTS

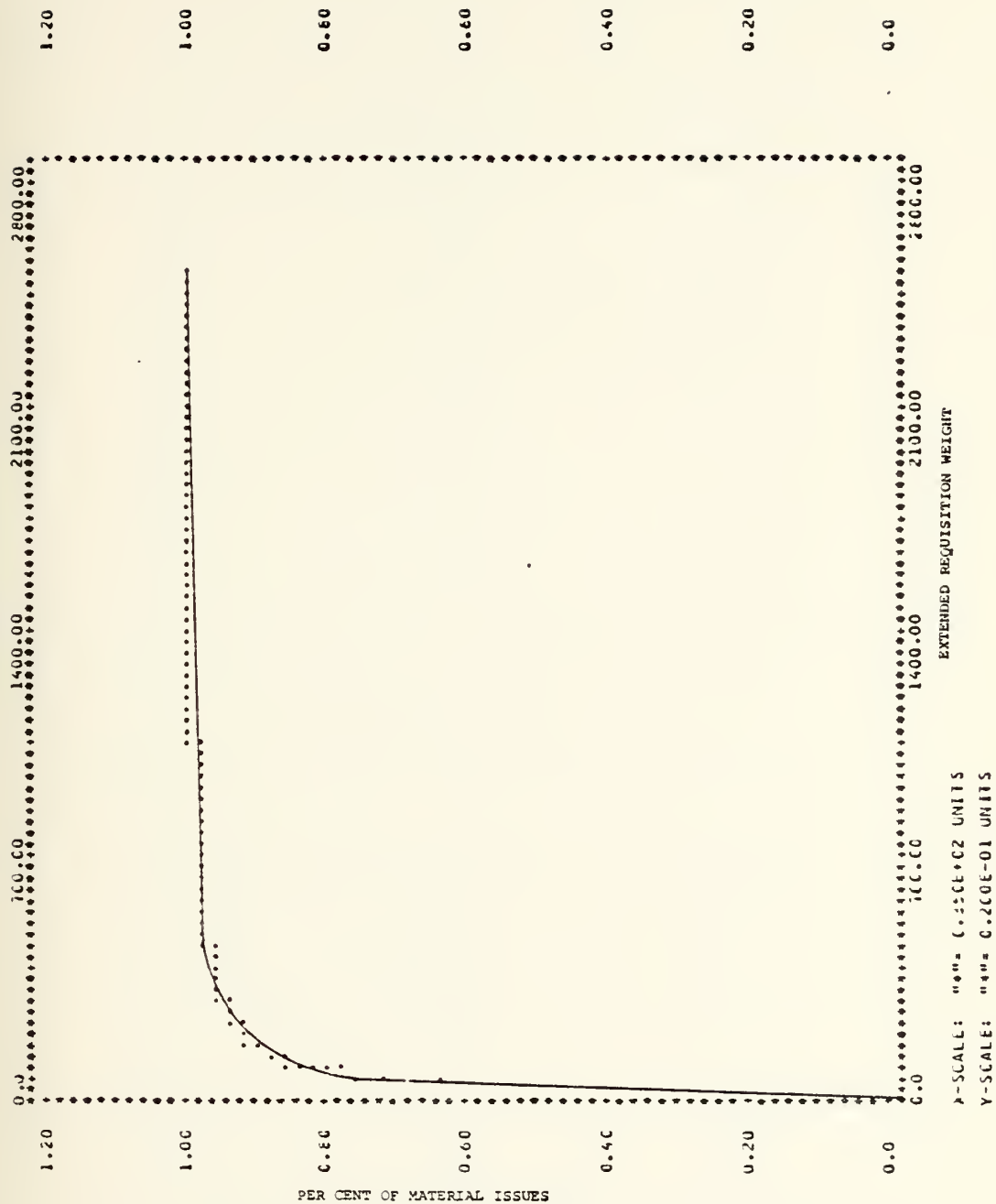


Figure 18: ABC ANALYSIS OF EXTENDED REQUISITION WEIGHT

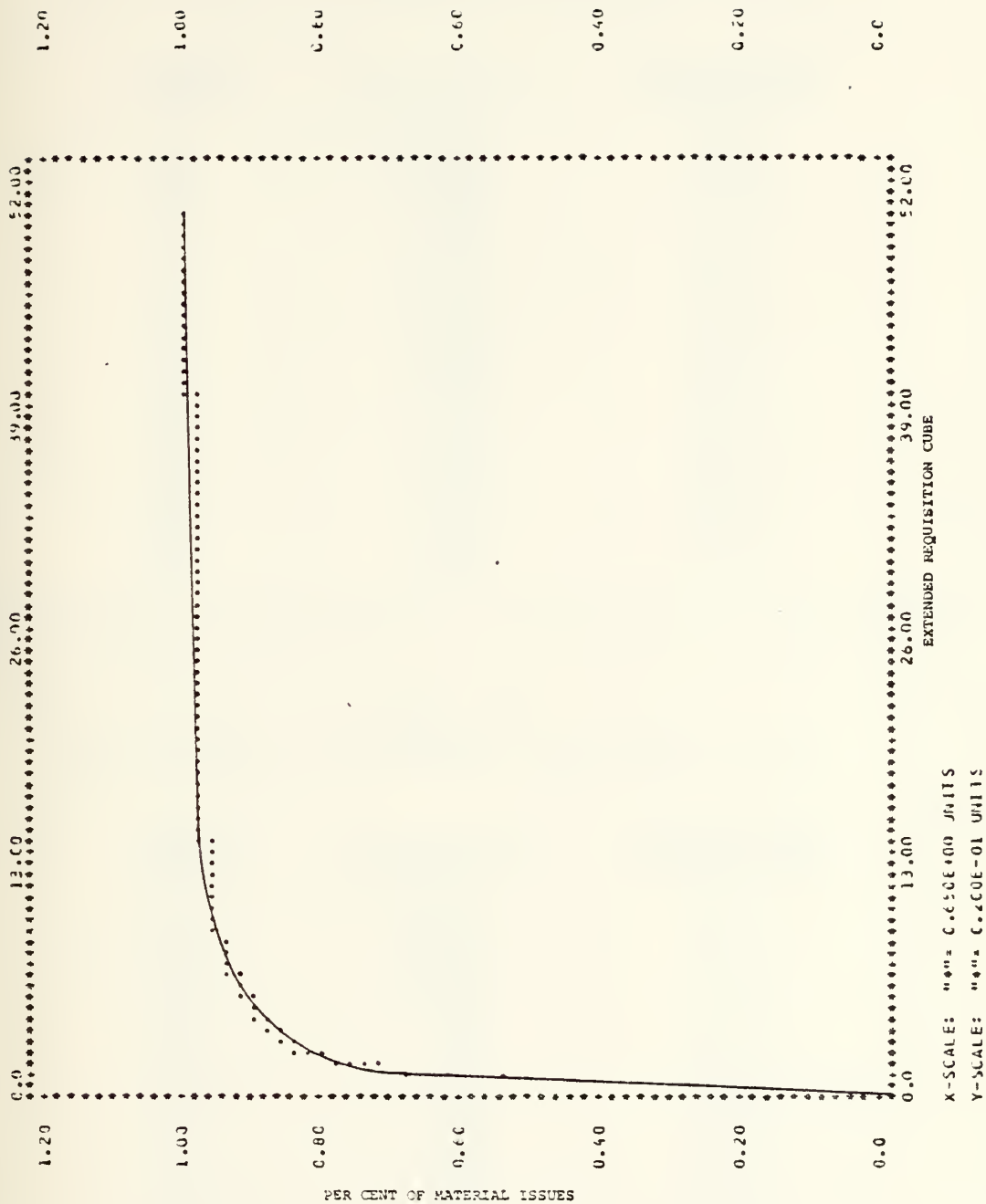


Figure 19: ABC ANALYSIS OF EXTENDED REQUISITION CUBE

TABLE 25

ABC ANALYSIS OF EXTENDED REQUISITION WEIGHT

WEIGHT (LBS)	FREQUENCY	CUMULATIVE PER CENT
5	314,104	64.8
10	36,350	72.3
15	17,899	76.0
20	11,889	78.5
25	7,956	80.1
30	6,836	81.6
35	4,533	82.5
40	5,408	83.6
45	5,015	84.6
50	5,006	85.7
55	2,884	86.3
60	2,842	86.9
65	2,340	87.3
70	1,757	87.7
75	2,090	88.1
80	1,844	88.5
85	1,592	88.8
90	2,522	89.4
95	1,607	89.7
100	2,579	90.2

TABLE 26

ABC ANALYSIS OF EXTENDED REQUISITION CUBE

CUBE (FT)	FREQUENCY	CUMULATIVE PER CENT
0.1	25,570	53.6
0.2	4,279	62.6
0.3	2,422	67.7
0.4	1,660	71.1
0.5	1,361	74.0
0.6	481	75.0
0.7	581	76.2
0.8	514	77.3
0.9	410	78.2
1.0	657	79.5
1.1	312	80.2
1.2	272	80.8
1.3	658	82.1
1.4	155	82.5
1.5	326	83.2
1.6	137	83.4
1.7	188	83.8
1.8	101	84.0
1.9	153	84.4
2.0	330	85.1

that the majority of items may require repacking for protection and ease of handling. If this is true, the cube figures presented in Table 21 through Table 23 could be significantly affected since packing/package materials are not recorded on the FCF.

5. Material Double Handling

As mentioned in Chapter II and the introduction to this section, the geographical separation of the Supply Center's physical facilities induces a considerable degree of material double handling. While automatic data processing time and resource constraints precluded an indepth analysis of all the material doubling handling attributable solely to the facilities problem, the results of the ABC analysis described above were applied to the 32nd Street Naval Station ashore and afloat units local delivery volumes to formulate an estimate of the problem's possible magnitude.

The results of the ABC analysis indicated that 85.5 percent of all material delivered locally by NSCSD had a requisition weight of less than fifty pounds and thus, could be eligible for warehousing as binnable material in Building 12 at the Broadway Compound. The mean requisition weight for this category of material was 5.339 pounds. As was discussed, all binnable material destined for delivery to the 32nd Street Naval Station units is double handled between the Broadway Compound and the NCA staging area. This study's data base indicated that during the nine-month

period from 1 January 1980 to 30 September 1980, 268,201 shipping documents were processed for delivery of general store and dry provision material to these activities. It is not considered incorrect to grossly estimate that somewhere in the neighborhood of 229,000⁵ of these requisitions were for binnable material. Extending this at the mean weight specified above would indicate that approximately 1,225,000 pounds of material for these customers was double handled during the period mentioned.

The above figure is considered to be understated by an appreciable, but unknown, degree for two principal reasons. First, it must be remembered that only the net weight of the material was utilized. Secondly, the above does not take into account any other double handling such as receiving material for stock at one location which should have been consigned to another, or the transshipment of material to the Long Beach Annex for delivery to its local customers.

C. VOLUME OF BUSINESS EXTRAPOLATION

As previously mentioned, the analysis presented in the last section is only adequate for judging the relative and not the actual volume of local delivery material movement and its associated work load because of the constrained data base. In an effort to provide more meaningful information, an attempt was made to annualize the data. The

⁵268,201 x 85.5% = 229,000

techniques employed in this effort encompassed curve fitting, linear and curvilinear regression analysis, and extrapolation.

In order to accomplish the above, it was first necessary to compile, by customer grouping, weekly totals of requisition submissions, material issues, and the weight and cube of material movements so that sufficient data points would be available to construct reasonable comparative plots.

Although weekly statistics were accumulated on both the zones and sub-zones, extrapolation was only performed on the complete zones because of ADP and time constraints. Figure 20 is an example of the weekly requisition data generated for each of the zones. Information on the volume of material issues and weight and cube of material movements for each zone was assembled in the same format. Appendix F contains the complete data on each category by zone and sub-zone.

With respect to the actual analysis it was necessary to use variables which represented cumulative (running) totals of the item being measured because linear, exponential, power, and logarithmic regression failed to reveal any significant correlation between the individual weekly totals. This rejection of individual quantity correlation encompassed consideration of all plausible pairings between weeks (time), requisition submittals, material issues, and weight and cube of material movements. Basically stated, when viewed on a non-cumulative basis, the variables displayed totally random

ZONE 1
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	3777.	4932.	498.	417.	9624.
14	4097.	7340.	1280.	441.	13158.
21	3761.	6463.	775.	543.	11542.
28	3972.	5322.	914.	494.	10702.
35	3967.	5784.	948.	766.	11465.
42	3813.	6220.	1277.	342.	11652.
49	3565.	5655.	933.	479.	10652.
56	4277.	6663.	484.	539.	11963.
63	3715.	4209.	629.	330.	8883.
70	4036.	6863.	865.	349.	12113.
77	4468.	6212.	605.	602.	11917.
84	2751.	4572.	1394.	528.	9245.
91	2721.	4152.	1089.	958.	8920.
98	4745.	6888.	1361.	609.	13603.
105	4176.	5840.	736.	510.	11262.
112	4135.	6877.	1231.	387.	12630.
119	5024.	7390.	1146.	574.	14134.
126	2831.	3586.	1188.	299.	8304.
133	3689.	5565.	834.	413.	10501.
140	3878.	5488.	954.	583.	10903.
147	5220.	6274.	767.	250.	12511.
154	2809.	3541.	851.	248.	7449.
161	6239.	7389.	797.	351.	14776.
168	5429.	6090.	960.	358.	12837.
175	3372.	4393.	973.	291.	9029.
182	2808.	4849.	812.	436.	3905.
189	3667.	7323.	274.	388.	11652.
196	3451.	5596.	232.	244.	9923.
203	3880.	6234.	253.	244.	10591.
210	4065.	9000.	561.	253.	13879.
217	4568.	7862.	228.	263.	13321.
224	3235.	6080.	389.	332.	10056.
231	4425.	7325.	495.	233.	12478.
238	6037.	8547.	460.	403.	15867.
245	2999.	4348.	211.	137.	7695.
252	5658.	9247.	462.	384.	15791.
259	3825.	6415.	523.	354.	11117.
266	8053.	10946.	477.	383.	19859.
273	3861.	6114.	397.	511.	10883.
274	804.	1064.	136.	108.	2112.
TOTAL	162313.	245858.	29399.	16334.	453904.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4161.87	6304.05	753.82	418.82	11638.56

Figure 20: EXAMPLE OF WEEKLY REQUISITION DATA

behavior. In fact, the highest correlation coefficient achieved between any two of these variables was 0.23; with most correlation coefficients residing in the 0.05 to 0.10 range. An example of this behavior is shown in Figure 21. The primary causal factors for this pattern are presumed to be the extreme variability present in material availability, processing times, and individual line item weight and shape.

It is realized that by using the cumulative total method, regression analysis could no longer be performed since the assumption of dependent variable independence (a large Y_1 does not necessitate a large Y_2) has been violated. Therefore, the methodology actually utilized was curve fitting (determining the best equation to describe the variable's plot) by the "least squares method" and extrapolation.

The actual variables so plotted included requisition submittals versus time (weeks), material issues versus requisition submittals, and weight and cube versus material issues. (In each pair, the second variable was the independent variable.) Although exponential, power, and logarithmic equations were also computed for the variable plots, the least squares methods revealed that linear equations provided the best fit. The coefficients of determination were computed and, with linear equations, the lowest coefficient achieved was 0.933, with most coefficients being greater than 0.99. This relationship can be seen in

WEEKLY REQUISITION SUBMISSIONS FOR SLC IN QUARTER FY80

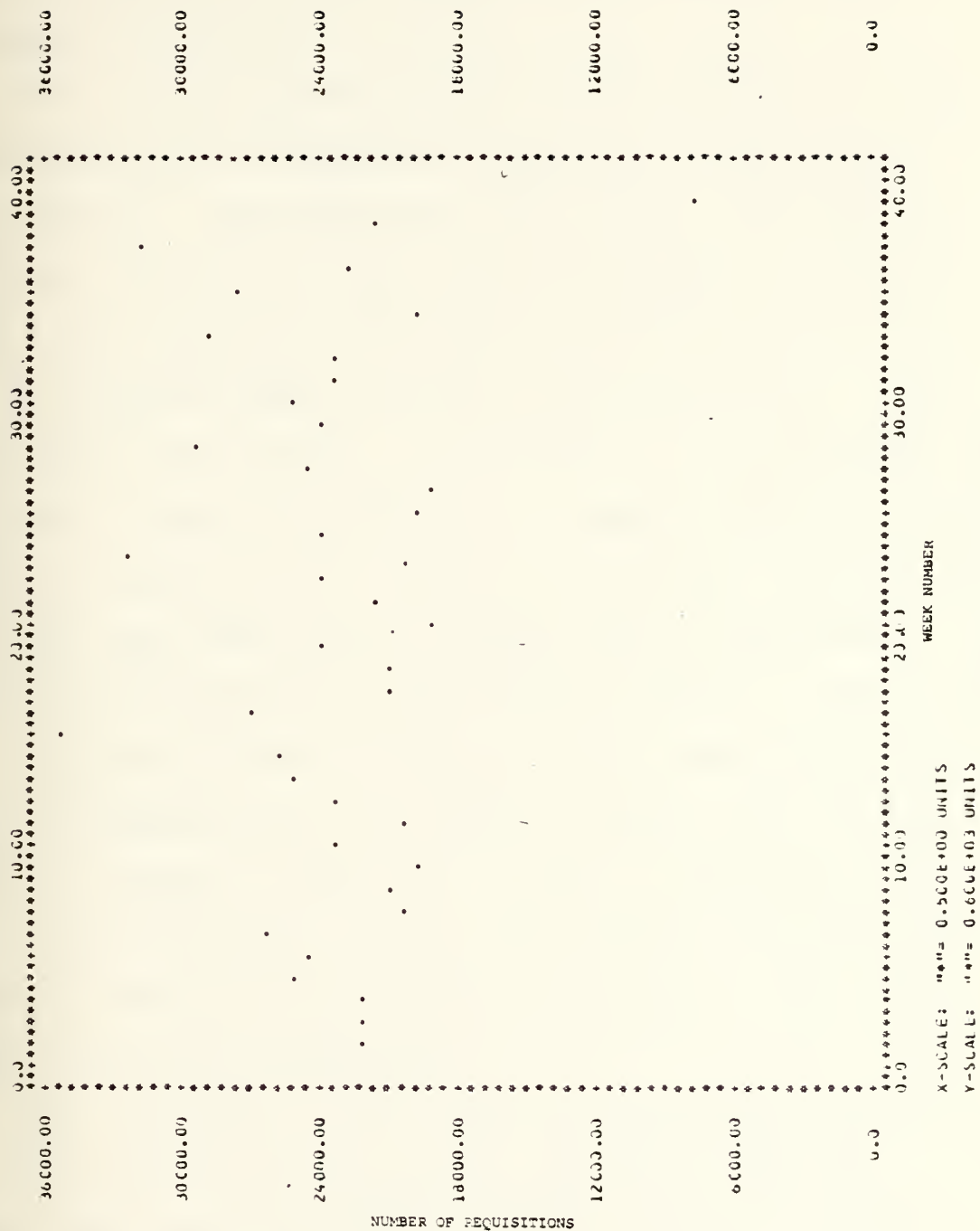


Figure 21: SAMPLE DATA PLOT

Figure 22 which is a representative example of the plots obtained. Appendix G contains the graphs for each individual plot and Appendix H the equations actually used in the extrapolation analysis.

Before displaying the results of this analysis it must be stressed that the figures it presents must be viewed with caution. The reasons for this include the inability to detect possible seasonal variations because of the loss of one full quarter's (first quarter FY 1980) worth of data, and the general dangers inherent in extrapolation. A test to estimate the accuracy, or inaccuracy, of the equations was made by using the equations to compute requisition submittals, material issues, and weight and cube figures for the same time frames and/or document base (independent variables) derived in the nine-months analysis. The results are displayed in Table 27, and as can be seen, the greatest error encountered for this limited validity test was less than five percent. While this in and of itself does not necessarily establish that the twelve-months extrapolations presented below will have similar accuracy, it does lend credibility to the procedure.

Table 28, Table 29, and Table 30 display the results of the extrapolation of requisition submittals, material issues, and local delivery weights and cubes to a twelve-months time frame respectively. It is considered that the tables generally speak for themselves, so further discussion of their specific contents will not be presented.

ZONE 1
32ND STREET AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS CF FY80

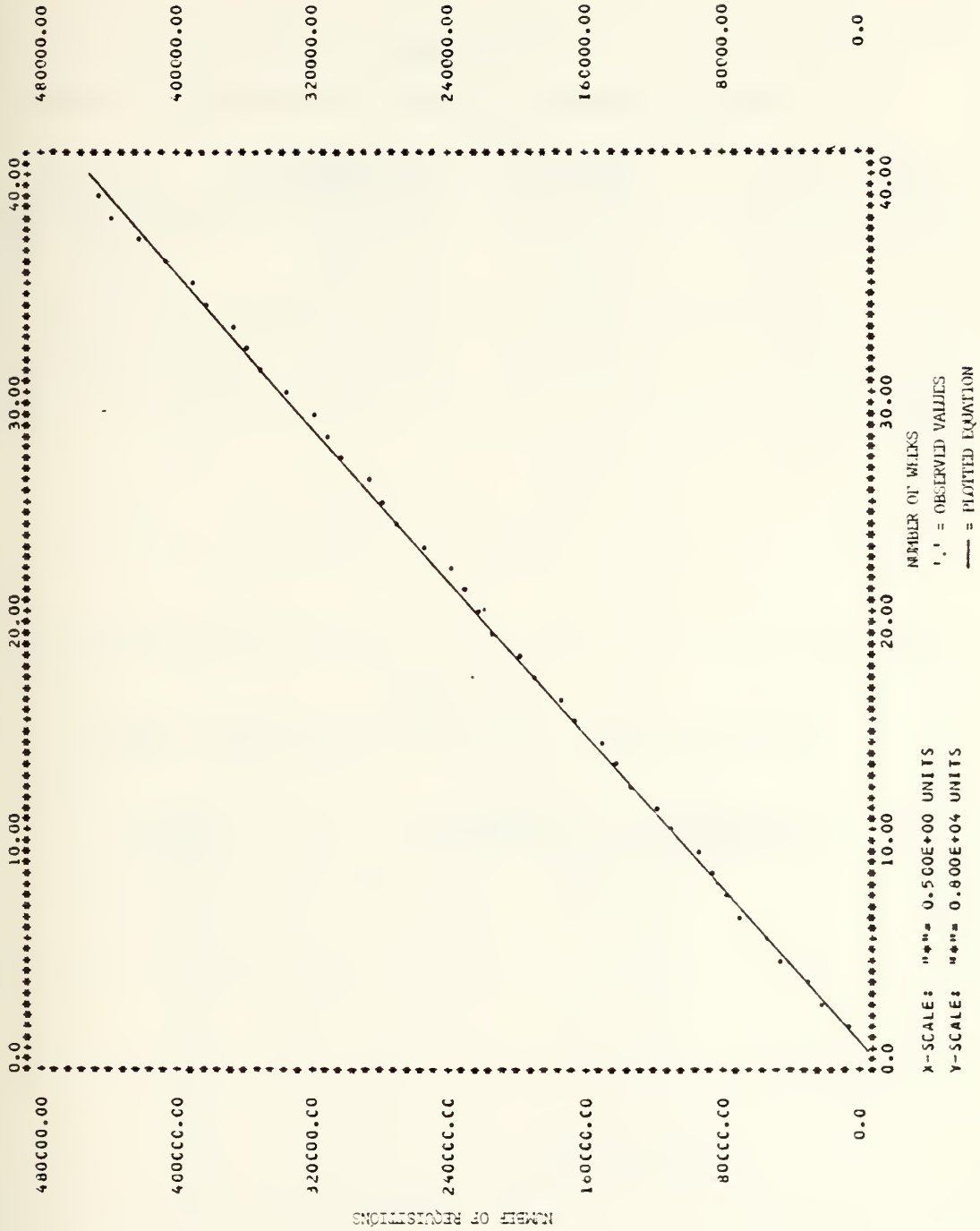


Figure 22: SAMPLE CURVE FITTING PLOT

TABLE 27

9 MONTH EXTRAPOLATION QTYS VS 9 MONTH ANALYSIS QTYS

CATEGORY	EXTRAPOLATION RESULTS	9 MONTH ANALYSIS	DIFF	% ERROR
Regn Submittals	1,209,036	1,229,483	-20,447	-1.66
Matl Issues	672,909	700,436	-2,117	-0.31
Wt of Movements	64,803,147	62,623,704	+2,179,443	+3.48
Cu of Movements	2,504,820	2,425,816	+79,004	+3.26

TABLE 28

LOCAL CUSTOMER REQUISITION EXTRAPOLATION

ZONE	NUMBER OF REQNS SUBMITTED IN 12 MONTHS
1	588,671
6	164,248
7	88,353
8	393,265
9	102,434
P	16,739
LB	260,433
Total	1,614,143

TABLE 29
LOCAL CUSTOMER MATERIAL ISSUES EXTRAPOLATION

ZONE	NUMBER OF MATL ISSUES IN 12 MONTHS
1	345,240
6	39,781
7	39,931
8	162,323
9	87,348
P	10,378
LB	153,350
Total	888,351

TABLE 30
LOCAL CUSTOMER WEIGHT AND CUBE EXTRAPOLATION

ZONE	WEIGHT OF MATL MOVEMENT IN 12 MONTHS	CUBE OF MATL MOVEMENT IN 12 MONTHS
1	52,041,335	1,942,446
6	21,191,197	831,056
7	4,897,549	218,247
8	20,630,564	737,619
9	7,437,291	537,639
P	829,748	46,560
LB	10,297,309	353,652
Total	117,324,993	4,667,219

One comparison does deserve to be made, however, and that is the total number of measurement tons of local delivery material movement indicated by the cube extrapolation versus NSCSD's pallet count, which theoretically equates to measurement tons. The 4,667,219 cubic feet of material moved portrayed in Table 30 equates to 116,680 measurement tons. This is only 25.8 percent of the 452,062 "measurement tons" which NSCSD purports to have delivered to its local customers. The question of which one of the two figures is more accurate can not be answered. As previously stated, only net weight and net cube figures for GSK and dry provisions were available for use in this study. Therefore, the extrapolated measurement ton figure is understated to the degree that packing, packaging, and repacking materials and FFV and frozen provisions movements could not be accounted for.

While the above appears to argue that NSCSD's pallet count is more accurate, there is no substantiation for such a supposition. The primary problems with the work unit measurement were delineated in Section A and will not be reiterated here. If any conclusion can be drawn, it is that the actual number of measurement tons delivered to local customers lies somewhere between these two extremes.

In summary, several conclusions can be drawn from the preceding local delivery work load analysis. The first is that the vast majority of requisition submittals to, and

material issues made by, NSCSD were to the industrial activities, logistical support organizations, and operating units located at the primary fleet concentration points, most notably the 32nd Street Naval Station, Long Beach, and NASNI. Similarly, the majority of material movement weight and cube during the last nine months of fiscal year 1980 was to these same units. However, it is also apparent that activities which maintain or perform large scale personnel support functions did have a pronounced influence on the actual mass (weight and cube) of material movements.

The significance of this is that the two represent different types of material movement from a planning perspective. In the first instance, it appears that the Supply Center is providing a wide range of sporadically demanded material with different physical characteristics to a large number of co-located customers. As such, if it is desired to minimize the transportation hold times, only the initial delivery runs of each day, which transport material issued the preceding day, can be planned with any degree of certainty with regard to efficient equipment utilization.

Conversely, in the second situation it appears that it is supplying a considerably smaller range of more consistently demanded material of greater physical uniformity to a relatively small number of customers. As such, these material movements should be more conducive to pre-planning and achievement of efficient equipment utilization.

While the above is presented on a supposition basis, it is generally supported by the results of the supply demand pattern study conducted by Robertson. [Ref. 5] The reader is referred to that publication for a more indepth analysis of types of material requested by specific customers.

V. SUMMARY AND RECOMMENDATION

A. SUMMARY

The actual merger of the Naval Air Station, North Island and the Naval Supply Center, San Diego wholesale supply support functions took place 1 October 1980. To date it has been generally accepted that this consolidation has been effective. It is anticipated that one outcome of this consolidation, in conjunction with the NISTARS project, will be a more effective and efficient local delivery system to not only NASNI activities, but to all other local customers as well.

In order to determine the true degree of improvement in supply support, namely local delivery service, a baseline of pre-consolidation data is necessary. This thesis has established such a baseline data set. The set includes:

1. the operating doctrine of the NSCSD local delivery organization;
2. the location of material and the layout of physical facilities;
3. personnel and equipment resources dedicated to the local delivery function;
4. requisition processing and material flow;
5. identification of actual customers and their geographic locations;

6. requisition volume by customer and delivery zone and sub-zone;
7. material issue volume by customer and delivery zone and sub-zone;
8. the magnitude of deliveries to local customers, zones, and sub-zones by weight and cube; and
9. an ABC analysis of material issues by requisition weight and cube.

In addition, several key problem areas were identified and discussed. These included:

1. the problem regarding the double handling of material destined for local delivery due to the dispersion of physical facilities;
2. the inability to break down, by customer, the weight and cube data of local deliveries of FFV and frozen/chill subsistence due to the summary nature of the data;
3. the problems arising from the lack of a specific vehicle scheduling plan;
4. the inconsistency induced in accounting for material movements by the use of pallet counts as a work measurement unit; and
5. the data collection procedures utilized by NSCSD not being sufficiently finite to provide the management information needed to maximize efficiency.

B. RECOMMENDATIONS

Although the research methodology employed was not conducive to making specific recommendations, certain general opinions were formed. Among these were:

1. the pre-SER database used by NSCSD was basically in summary form and did not lend itself to the determination of operational efficiency, let alone resource optimization. More detailed statistics are needed with respect to the volume of individual material movements. Such information could be: full segregation of intra-facility movements instead of local delivery movements; equipment utilization rates per run and in aggregation; delineation of time allocated to fulfilling the various functions required in material movement; and actual weight and cube data by customer.
2. the current dispersion of physical facilities, in combination with the lack of an adequate database, has hindered the formation of a truly integrated physical distribution system. As depicted throughout this thesis, constraints imposed by facilities problems has in fact resulted in NSCSD's having to utilize numerous local delivery arrangements. More specifically, the Broadway Compound, the National

City Annex, and the Long Beach Annex local delivery operations are viewed as concurrent, instead of fully coordinated, systems. Although there is some degree of central control, there is presently an insufficient database to allow a more coordinated system. To fully coordinate the local delivery operation at each location requires the implementation of a "systems approach."

3. the current work measurement unit is not appropriate for management purposes. Although measurements by pallet count are easy to maintain, they are not conducive to formulating meaningful statistics. If possible, some other form of work measurement unit should be adopted, preferably either weight or cube, but at a minimum, measurement ton. Shifting to one of these standards would provide a more consistent and accurate measurement of material movement because it alleviates the under- or over-loading problems inherent in the pallet count system.
4. in his review of vehicle routing algorithms, Clausen [Ref. 4: p. 97] specified five prerequisites for the installation of an automated vehicle routing/scheduling algorithm. As has been shown in the preceding chapters, NSCSD's customer base, route structure, time standards, random demand patterns, and desire for efficiency are ideally suited for the

implementation of such a program. As discussed by Gibfried [Ref. 6: pp. 28-30], a vehicle scheduling program was previously installed at NSCSD, and evidently performed effectively in terms of vehicle routing/scheduling. Its discontinuance was caused by data collection problems and not by any deficiency of the program itself. Therefore, it is recommended that some type of vehicle scheduling/routing algorithm be reinstituted. However, any such algorithm must be tailored to the specific requirements of the local delivery situation.

5. while a pre-SER cost analysis could only address direct local delivery costs due to the problems discussed in Chapter I, it is strongly recommended that a comprehensive cost analysis be conducted of the NSCSD local delivery system. To conduct a thorough post-SER cost analysis there are several items of information and data which must be available. These are:
 - a. complete and accurate local delivery cost data broken down to the lowest cost element possible.
 - b. a work measurement unit which is more realistic and accurate than pallet count is an absolute necessity.

APPENDIX A

LOCAL CUSTOMER LIST

AFLCAT:
 ZONES 1, 2, 3, 4
 32ND STREET NAVAL STATION PIERS 1-16

NO3128	USS	THOMASTON	LSD 28
NO3131	USS	POINT DEFIANCE	LSD 31
NO3133	USS	ALAMO	LSD 33
NO3135	USS	MONTICELLO	LSD 35
NO3343	USS	SOUTHERLAND	DD 743
NO3834	USS	MCKEAN	DD 734
NO4618	USS	OIXIE	AO 14
NO4620	USS	PRAIRIE	AO 15
NO4642	USS	SAMUEL GOMPERS	AO 37
NO4667	USS	TURNER JOY	DD 351
NO4673	USS	HENRY B WILSON	DDG 7
NO4674	USS	LYNCE MC CORMICK	DDG 8
NO4673	USS	ROBISON	DDG 12
NO4681	USS	BERKELEY	DDG 15
NO4691	USS	WADDELL	DDG 24
NO4962	USS	S TALUGA T	AO 62
NO4693	USS	RAMSEY	FFG 2
NO5345	USS	DURHAM	LKA 114
NO5846	USS	MOBILE	LKA 115
NO5847	USS	ST LOUIS	LKA 116
NO7111	USS	GUAPAW	ATF 111
NO7171	USS	VANCOUVER	LPD 2
NO7176	USS	COSET	LPD 5
NO7181	USS	CLEVELAND	LPD 7
NO7182	USS	DUBOUE	LPD 8
NO7183	USS	DENVER	LPD 9
NO7184	USS	JUNEAU	LPD 10
NO7198	USS	TRIPOLI	LPH 10
NO9336	SHIPS	VT AIRCRAFT	
NO7212	USS	NEW ORLEANS	LPH 11
NO9344	SHIPS	VT AIRCRAFT	
NO7203	USS	ANCHORAGE	LSD 35
NO7351	SHIPS	ORINAWA	LPD 3
NO9310	SHIPS	VT AIRCRAFT	
NO7937	USS	ENHANCE	SSD 437
NO7994	USS	PLUCK	SSD 434
NO8303	USS	AJAX	APB 3
NO8315	USS	JAGUAR	3
N17741	NR	35	
N20014	USS	MCANT VERNON	LSD 39
N20015	USS	FORT FISHER	LSD 40
N20021	USS	FRIGATO	LST 1132
N20022	USS	PERREA	LST 1133
N20023	USS	FREDERICK	LST 1134
N20024	USS	SCHETZDAY	LST 1135
N20025	USS	TUSOMECOSA	LST 1137
N20026	USS	SAN BERNARDINO	LST 1139
N20030	USS	RAGINE	LST 1191
N20034	USS	COCK	FF 1033
N20066	USS	SANBORN	FF 1033
N20021	USS	SANBORN	FF 1033
N20024	USS	BRITISH	FF 1033
N20024	USS	BRITISH	FF 1033
N20075	USS	KINAWA	DD 365
N20036	USS	HEWITT	DD 366
N20037	USS	WELLS	DD 367
N20038	USS	SAVING	DD 371
N20039	USS	CLERK	DD 372
N20040	USS	JOHN	DD 373
N20041	USS	JOHN	DD 373
N20042	USS	JOHN	DD 373
N20043	USS	JOHN	DD 373
N20044	USS	JOHN	DD 373
N20045	USS	JOHN	DD 373
N20046	USS	JOHN	DD 373
N20047	USS	JOHN	DD 373
N20048	USS	JOHN	DD 373
N20049	USS	JOHN	DD 373
N20050	USS	JOHN	DD 373
N20051	USS	JOHN	DD 373
N20052	USS	JOHN	DD 373
N20053	USS	JOHN	DD 373
N20054	USS	JOHN	DD 373
N20055	USS	JOHN	DD 373
N20056	USS	JOHN	DD 373
N20057	USS	JOHN	DD 373
N20058	USS	JOHN	DD 373
N20059	USS	JOHN	DD 373
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N20061	USS	JOHN	DD 373
N20062	USS	JOHN	DD 373
N20063	USS	JOHN	DD 373
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N20066	USS	JOHN	DD 373
N20067	USS	JOHN	DD 373
N20068	USS	JOHN	DD 373
N20069	USS	JOHN	DD 373
N20070	USS	JOHN	DD 373
N20071	USS	JOHN	DD 373
N20072	USS	JOHN	DD 373
N20073	USS	JOHN	DD 373
N20074	USS	JOHN	DD 373
N20075	USS	JOHN	DD 373
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N20079	USS	JOHN	DD 373
N20080	USS	JOHN	DD 373
N20081	USS	JOHN	DD 373
N20082	USS	JOHN	DD 373
N20083	USS	JOHN	DD 373
N20084	USS	JOHN	DD 373
N20085	USS	JOHN	DD 373
N20086	USS	JOHN	DD 373
N20087	USS	JOHN	DD 373
N20088	USS	JOHN	DD 373
N20089	USS	JOHN	DD 373
N20090	USS	JOHN	DD 373
N20091	USS	JOHN	DD 373
N20092	USS	JOHN	DD 373
N20093	USS	JOHN	DD 373
N20094	USS	JOHN	DD 373
N20095	USS	JOHN	DD 373
N20096	USS	JOHN	DD 373
N20097	USS	JOHN	DD 373
N20098	USS	JOHN	DD 373
N20099	USS	JOHN	DD 373
N20100	USS	JOHN	DD 373

N20833	USS	HARRY W. HILL DD 986
N20837	USS	INGERSOLL DD 990
N20838	USS	FIFE DD 991
N20839	USS	FLETCHER DD 992
N21047	USS	AGASSIA AO 42
N22196	USS	DECATUR DDG 31
N22637	USS	LEAHY CG 16
N22642	USS	GRADLEY CG 21
N22590	USS	HALSEY CG 23
N22705	USS	HUNTER CG 30
N22707	USS	WILLIAM L. STANDLEY CG 32
N22703	USS	FOX CG 33
N54045	USS	ALBERT DAVID FF 1050
N54046	USS	O'CALLAHAN FF 1051
N54043	USS	RUARK FF 1053
N54049	USS	GRAY FF 1054
N54050	USS	HEPBURN FF 1055
N54053	USS	MEYERKORD FF 1059
N54055	USS	LANG FF 1060
N54058	USS	REASONER FF 1065
N54060	USS	STEIL FF 1065
N54061	USS	MARVIN SHIELDS FF 1066
N54064	USS	BAGLEY FF 1069
N54069	USS	DOANES FF 1070
N54071	USS	FANNING FF 1076

CENTRAL:

ZONE 5
32ND STREET NAVAL STATION COMPLEX ASHORE

N00242	NAVAL BASE SAN DIEGO
N00245	NAVAL STATION SAN DIEGO
N00251	FLEET COMBAT SYSTEMS TRAINING CENTER
N00943	FLEET ANTI-SUBMARINE WARFARE TRAINING CENTER
N09815	TACTICAL AIR CONTROL SQ 1 VCT 1
N21063	CAPE COD AC 43
N21098	USS SHENANDOAH AO 44
N39354	NAVAL SCHOOL OF DENTAL ASSISTING AND TECHNOLOGY
N42930	NAVY BROADCASTING SERVICE DETACHMENT
N55304	MOBILE TECHNICAL UNIT 5
N57022	COMMANDER TRAINING COMMAND PACIFIC FLEET
N57062	FLEET TRAINING GROUP SAN DIEGO
N61665	FLEET COMBAT TRAINING CENTER PACIFIC
N61690	FLEET TRAINING CENTER SAN DIEGO
N62791	SUPERVISOR OF SHIPBLDG CONVERSION AND REPAIR
N63387	NAVY PUBLIC WORKS CENTER
N65584	NAVELEX DETACHMENT SAN DIEGO
N65913	SHORE INTERMEDIATE MAINTENANCE ACTIVITY
N66022	NAVAL REGIONAL DENTAL CLINIC SAN DIEGO
N66140	SPECIAL SERVICES
N68553	PERSONNEL SUPPORT ACTIVITY
N96463	NATIONAL STEEL AND SHIPBLDG CO

NORTHWEST:

ZONE 6
SUBMARINE SUPPORT FACILITY

N04621	USS	SPERRY AS 12
N04709	USS	FLORIKAN ASR 9
N05340	USS	SAN UNCFRE ARD 30
N20132	USS	PIRON AS 37
N20143	USS	PIGEON ASR 21

N20823 MYSTIC CSRV 1
 N20825 TOXILE CSV 3
 N20892 CSRV 2 AVALON
 N20913 SEA CLIFF CSV 4
 N33175 SUBMARINE GROUP 5
 N55547 SUBMARINE SQUADRON 3
 N55522 SUBMARINE DEVELOPMENT GROUP ONE
 N63406 NAVY SUBMARINE SUPPORT FACILITY
 N05051 USS PERMIT SSN 594
 N05053 USS PLUNGER SSN 595
 N05059 USS SAGE SSN 598
 N05072 USS DOLPHIN AGSS 555
 N05111 USS POLLACK SSN 603
 N05112 USS HADDO SSN 604
 N05113 USS DACE SSN 607
 N05120 USS GUARDFISH SSN 612
 N05121 USS FLASHER SSN 613
 N05127 USS HADDOCK SSN 621
 N05141 USS SAND LANCE SSN 660
 N05143 USS BURNARD SSN 662
 N05147 USS GUITARRA SSN 665
 N05153 USS PINTADO SSN 672
 N05557 USS GUDGEON SSAG 567
 N05564 USS BLUEBACK SS 531
 N05565 USS BONEFISH SS 532
 N05723 USS DRUM SSN 677
 N20043 USS WILLIAMS H BATES SSN 630
 N20346 USS CAVALLA SSN 684

ZONE 6 NAVAL TRAINING CENTER

N00247 CG NAVAL TRAINING CENTER SAN DIEGO
 N05814 SERVICE SCHOOL COMMAND SAN DIEGO
 N30627 SERVICE SCHOOL COMMAND SAN DIEGO
 N31954 NAVAL SUBMARINE TRAINING FACILITY
 N68003 HUMAN RESOURCE MANAGEMENT CENTER
 N68330 NAVAL RESERVE READINESS COMMAND
 N68401 NAVY RECRUITING DISTRICT SAN DIEGO
 N68552 PERSONNEL SUPPORT ACTIVITY NTC SAN DIEGO

ZONE 6 POINT LOMA

N00614 NAVY PETROLEUM UNIT
 N39353 CG INTEGRATED COMBAT SYSTEMS TEST FACILITY
 N42500 UNMANNED VEHICLE DETACHMENT
 N66001 NAVAL OCEAN SYSTEMS CENTER
 N68524 NAVY TACTICAL INTEROPERABILITY

ZONE 6 ALL OTHERS

N04334 NAVY MANPOWER AND MATERIAL ANALYSIS CENTER
 Z15303 CGG WALNUT AFB 252
 N32032 USPHS OUTPATIENT CLINIC
 N32063 FEDERAL BUREAU INVESTIGATION
 N33071 VETERANS ADMINISTRATION HOSPITAL
 N33112 BUREAU OF PRECISION, METROPOLITAN
 N33253 CG MARINE SAFETY OFFICE
 N33182 MARINE ELECTRONICS

N38153 AMEX SYSTEMS INC
 N62108 NAVAL RESERVE CENTER
 N63015 NAVAL EDUCATION AND TRAINING SUPPORT CENTER PACIFIC
 N63116 NAVAL HEALTH RESEARCH CENTER
 N63152 FLEET COMBAT DIRECTION SYSTEMS SUPPORT ACTIVITY
 N65313 NAVAL SEA SUPPORT CENTER
 N68221 NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER
 N94335 194995 GENERAL DYNAMICS CORP
 N96457 WHITAKER CORP
 N96462 HARBOR BOAT AND YACHT CO
 N96542 LOCKHEED MISSILE AND SPACE COMPANY
 N97100 RCA SAN DIEGO ENGINEERING

NORTHEAST
 ZONE 7
 NAS MIRAMAR

N09048 CARRIER AIRBORNE EARLY WARNING TRAINING SQD RVAN 110
 N09074 CARRIER AIRBORNE EARLY WARNING SQD VAW 38
 N09095 FIGHTER SQUADRON VF 124
 N09103 FIGHTER SQUADRON VF 301
 N09120 FIGHTER SQUADRON VF 302
 N09253 AIR ANTISUBMARINE SQUADRON VS 33
 N09277 FIGHTER SQUADRON VF 121
 N09284 ATTACK SQUADRON VA 145
 N09425 FIGHTER AIRBORNE EARLY WARNING WING PACIFIC
 N09458 CARRIER AIRBORNE EARLY WARNING SQD VAW 112
 N09462 CARRIER AIRBORNE EARLY WARNING SQD VAW 114
 N09465 CARRIER AIRBORNE EARLY WARNING SQD VAW 116
 N09475 FIGHTER SQUADRON VF 51
 N09481 FIGHTER SQUADRON VF 126
 N09530 FLEET AVIATION SPECIAL OP TRAINING DET WARNER SPRINGS
 N09827 FLEET COMPOSITE SQUADRON VC 7
 N09830 AIR TEST AND EVALUATION SQDN VX 4
 N52912 NAVY FIGHTER WEAPONS SCHOOL
 N60259 NAVAL AIR STATION MIRAMAR
 N66354 JIC NAVAL AIR MAINT TRNG GROUP DET MIRAMAR
 N66472 NAVAL OCEANOGRAPHY COMMAND
 N66894 NAVAL DRUG REHABILITATION CENTER
 N70240 US NAVAL COMMUNICATION STATION

ZONE 7
 ARMC SAN DIEGO

N68056 NAVAL REGIONAL MEDICAL CENTER SAN DIEGO

ZONE 7
 ALL OTHERS

N38146 ALDI CORPORATION
 N38159 AMEX SYSTEMS INC
 N38160 DAY CITY MARINE
 N38167 KATEX
 N38173 LINGERSOLL-RAND
 N38177 THE STANWICK CORP
 N60042 NAVAL AIR FACILITY EL CENTRO
 N62374 MARINE CORPS AIR STATION YUMA
 N66246 NATIONAL PARACHUTE TEST RANGE EL CENTRO
 N66450 TRIPLE A SOUTH
 N90859 CONVAIR

NATIONAL CITY SOUTH AND CORONADO PENINSULA
ZONE 3
NAS NORTH ISLAND

NC013A DEPUTY COMMANDER OPTEMPER PACIFIC
 NC0246 NAVAL AIR STATION NORTH ISLAND
 NC03343 USS CORAL SEA CV 43
 NC03361 USS RANGER CV 61
 NC03363 USS KITTY HAWK CV 63
 NC03364 USS CONSTELLATION CV 64
 NC03651 USS LONG BEACH CGN 9
 NC09125 HELICOPTER ANTISUB SQD LT HSL 31
 NC09133 HELICOPTER ANTISUBMARINE SQD LT HSL 33
 NC09143 NAVAL AIR RESERVE CENTER DET SAN DIEGO
 NC09175 FLEET COMPOSITE SQD VC3
 NC09191 FLEET AVIATION SPECIALIZED TRAINING GROUP
 NC09211 HELICOPTER COMBAT SUPPORT SQD HC1
 NC09296 NAVAL AIR RESERVE UNIT
 NC09298 AIR ANTISUBMARINE SQD VS 41
 NC09299 HELICOPTER ANTISUBMARINE SQD LT HSL 10
 NC09372 HELICOPTER ANTISUBMARINE SQD HS2
 NC09381 AIR ANTISUBMARINE SQD VS37
 NC09391 LIGHT PHOTOGRAPHIC SQD VFP 63
 NC09523 FLEET AREA CONTROL AND SURVEILLANCE
 NC09607 FLEET LOGISTICS SUPPORT SQD VR30
 NC09678 FIGHTER SQUADRON VF154
 NC09739 AIR ANTI SUBMARINE SQD VS21
 NC09822 HELICOPTER COMBAT SUPPORT SQD HC 3
 NC09876 SHIPS VT AIRCRAFT KITTY HAWK CV 63
 NC09951 HELICOPTER ANTISUBMARINE SQD HS 3
 NC09951 ANTISUBMARINE WARFARE WING PACIFIC
 NC09933 HELICOPTER WING RESERVE
 NC05560 USS TARAVA LHA 1
 NC42356 NAVAL AVIATION LOGISTICS CENTER
 NC52700 USS BAINBRIDGE CGN 25
 NC52712 USS TRUXTON CGN 35
 NC52376 HELICOPTER ANTISUBMARINE SQD LTHSL 35
 NC52995 FLEET COMPOSITE SQD VC13
 NC53113 HELICOPTER COMBAT SUPPORT SQD HC 9
 NC53910 FLEET LOGISTICS SUPPORT SQD VR 57
 NC53920 HELICOPTER COMBAT SQD HC 11
 NC53933 FLEET AVIATION LOGISTICS SUPPT CENTER
 NC57025 COMMANDER NAVAL AIR FORCE PACFLT
 NC57094 PACIFIC FLEET AUDIO VISUAL COMMAND
 NC60065 SIG NAVAL AIR MAINT TRAINING GROUP DET
 NC63013 NUCLEAR WEAPONS TRAINING GROUP
 NC63037 NAVAL OCEANOGRAPHY COMMAND FACILITY
 NC65833 NAVAL AIR REWORK FACILITY
 NC66046 NAVY REGIONAL DATA AUTOMATION CENTER
 NC99950 NORTH ISLAND SERVMART

ZONE 3
CORONADO

NC39037 SURFACE WARFARE OFFICERS SCHOOL
 NC42039 NAVAL UNDERSEA WARFARE ENGINEERING STATION DET
 NC52212 BEACHMASTER UNIT 1
 NC52257 ASSAULT CRAFT UNIT ONE
 NC53324 COMMANDER NAVAL SURFACE FORCES PACIFIC
 NC55104 AMPHIBIOUS CONSTRUCTION BATTALION 1
 NC55446 SPECIAL STAT SQUADRON 1
 NC55721 FLEET COMPOSITE OPERATIONAL READINESS GROUP 1
 NC57066 NAVAL BEACH AMPHIBIOUS REFRESHER TRAINING GROUP
 NC62021 COMMANDING OFFICER AMPHIBIOUS BASE CORONADO
 NC63013 COMMANDING OFFICER AMPHIBIOUS SCHOOL
 NC67271 LANDING FORCE TRAINING COMMAND PACIFIC

ZCNE 3
ALL OTHERS

 N38135 XAM ENTERPRISE
 N38131 ATKINSON MARINE CORP
 N38170 BAY AREA CONTROLS INC
 N38178 PRECISION WELDING & STRESS
 N57100 SPECIAL WARFARE GROUP 1
 N60631 NAVY COMMISSARY STORE REGION SAN DIEGO
 N66105 NAVY RESALE AND SERVICES SUPPORT CENTER
 N94771 VORDEN SYSTEMS
 N96833 VORVEL CORPORATION
 N96894 SOUTHWEST MARINE INC

ERCADWAY COMPLEX
ZCNE 9

 N00244 NAVAL SUPPLY CENTER SAN DIEGO
 N43435 MILITARY SEALIFT COMMAND
 N60957 FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC
 N63896 NAVAL SECURITY GROUP DET NAVCOMSTA SAN DIEGO
 N66625 PERSONNEL SUPPORT ACTIVITY

CAMP PENDELTON
ZCNE P

 YMC100 GENERAL ACCOUNT
 YCC978 MARINE CORPS TACT SYSTEMS SUPT ACT
 NC9202 MARINE ATTACK HELICOPTER SQD HMA 169
 NC9361 MARINE ATTACK HELICOPTER SQD HMA 369
 NC9308 MARINE AIRCRAFT GROUP MAG 39
 N68094 NAVAL REGIONAL MEDICAL CENTER CAMP PENDELTON
 M11001 HEADQUARTERS BATTALION
 M11160 THIRD BN FIFTH MARINES
 M11230 3RD BATTALION 7TH MARINES
 M21410 FIRST TANK BATTALION
 Y21626 3RD ANGLICO
 Y21820 3D AMPHIBIAN TRACTOR BATTALION
 Y28301 HEADQUARTERS AND SERVICE BN
 Y28310 1ST SUPPLY BATTALION
 Y28321 224321 1ST MAINTENANCE BATTALION
 Y28331 CONSOLIDATED ISSUE POINT NO 1
 Y28340 CONSOLIDATED ISSUE POINT NO 2
 Y28380 FIRST DENTAL BATTALION
 M34000 PROPERTY CONTROL OFFICER
 Y52260 MARINE BARRACKS
 Y67271 LANDING FORCE TRAINING CIND
 Y92403 SHIPS DETACHMENT SUPPLY OFFICER
 Y93973 MARINE CORPS RECRUITING STATION
 Y97111 MEDICAL SUPPLY OFFICER

NAVAL STATION LONG BEACH
ZONE LB

AC1711	USS	MORTON SOUND AVN 1
AC1770	USS	PAUL REVERE LPA 2+3 NRF
AC3413	USS	HENDERSON DD 785 NRF
AC4823	USS	PRISTEUS AS 19
AC4861	USS	HULL DD 143
AC4873	USS	TOLERS DDG 9
AC4879	USS	HUEL DDG 13
AC4880	USS	BUCHANAN DDG 14
AC4892	USS	BRUCKE FFG 1
AC4894	USS	SCHOFIELD FFG 3
AC7103	USS	MOULTON ATF 103
AC7113	USS	TAXEL ATF 113
AC7177	USS	DULUTH LPD 6
AC7937	USS	CONSTANT ASD 427
AC8150	USS	PLEDGE ASD 492
Z14401	CGC	GLACIER WAGB 4
N20025	USS	CAYUGA LST 1186
N20575	USS	PAUL F FOSTER DD 964
N20633	USS	BELLEAU WOOD LHA 3
N20743	USS	PELELIC LHA 5
N20965	USS	GEORGE PHILIP FFG 12
N20967	USS	SIDES FFG 14
N20972	USS	JOHN A MOORE FFG 19
N20975	USS	FAHRION FFG 22
N20975	USS	LEWIS B PULLER FFG 23
N20973	USS	CORRELAND FFG 25
N21033	USS	WASSWORTH FFG 9
N21034	USS	DUNCAN FFG 10
N22093	USS	ENGLAND CG 22
N22192	USS	JOHN PAUL JONES DDG 32
N22704	USS	JOUETT CG 21
N22706	USS	STERETT CG 31
N24033	USS	BRONSTEIN FF 1037
N24033	USS	BRADLEY FF 1041
N20258		LONG BEACH NAVAL SHIPYARD
N20701		NAVAL WEAPONS STATION SEAL BEACH
N22947		NAVAL REGIONAL DENTAL CLINIC LONG BEACH
N22873		SUPSHIP LONG BEACH
N22230		NAVY EXCHANGE LONG BEACH
N22090		NAVAL REGIONAL MEDICAL CENTER LONG BEACH
N22276		NAVAL SUPPLY CENTER DETACHMENT LONG BEACH
N22311		NAVAL SUPPORT ACTIVITY LOS ANGELES LONG BEACH
N22503		CONSOLIDATED CIVILIAN PERSONNEL
N22460		NAVAL RESERVE JUBILEE INSHORE
N22771		SUPERIOR ENGINEERING CO LOS ANGELES

UMMIPS TIME STANDARDS

UMMIPS TIME STANDARDS FOR REQUISITIONED MATERIAL

Priority Designator ¹ , ⁴ Canada, or POE ²	CONUS Requisitioners, ⁴	Alaska, Hawaii, Caribbean, Central America, North Atlantic, Northern Europe ^{2,3}					South America, Western Mediterranean ^{2,3}		Africa, Eastern Mediterranean ^{2,3}		Far East, Southeast Asia, Australia ^{2,3}		Middle East (Persian Gulf, Red Sea) ^{2,3}	
01-03	8	12					12		12		13		12	
04-08	12	16					16		16		17		16	
09-15	31	69					74		81		93		98	

¹When material is immediately issued by the stock point to which a requisition is submitted (or if the requisition is submitted directly to an ICP), decrease the time standards in this chart by one day for PD 01-08 requirements, and by two days for PD 09-15 requirements.

²These time standards represent the cumulative number of calendar days normally required for:

1. requisition submittal;
2. availability determination and storage site processing;
3. referral (see Note 1);
4. transportation hold (containerization and consolidation when required), and CONUS in-transit to CONUS requisitioner, Canada, or POE;
5. overseas shipment/delivery;
6. receipt take up by requisitioner.

³Time standards for PD 09-15 requirements also apply to any PD 01-08 cargo which may be diverted to surface movement. However, high priority requirements will be diverted to surface movement only when:

1. a temporary blanket authorization is granted by JCS or the cognizant CINC (CINCLANTFLT/CINCPACFLT/CINCUSNAVEUR);
2. a specific authorization is provided by the requisitioner; or
3. the characteristics of the material preclude air movement due to size, weight, or hazard classification.

⁴PD 01-03 requisitions and PD 01-08 NORS requisitions will be processed by the supply system on a 24-hour workday, 7-day workweek basis. PD 04-08 non-NORS requisitions and PD 09-15 requisitions will be processed on an 8-hour workday, 5-day workweek basis; however, consistent with the volume of requisitions required to be processed, the work shifts of supply activities may be adjusted, as necessary, to meet UMMIPS time frames.

APPENDIX C

LOCAL CUSTOMER LIST BY REQUISITION SUBMISSIONS

		NUMBER OF REQUISITIONS
002244	NAVAL SUPPLY CENTER SAN DIEGO	74465
602258	LONG BEACH NAVAL SHIPYARD	73894
655558	NAVAL AIR REWORK FACILITY	67736
002246	NAVAL AIR STATION NORTH ISLAND	61018
033311	USS RANGER CV 61	55221
655518	SHORE INTERMEDIATE MAINTENANCE ACTIVITY	54469
602259	NAVAL AIR STATION MIRAMAR	47616
046218	USS SAMUEL GOMPERS AC 37	34090
046211	USS SPERRY AS 12	33854
201122	USS JIXON AS 27	32523
088110	USS JASON AR 8	25709
033314	USS CONSTELLATION CV 64	21638
046220	USS PRAIRIE AC 15	21073
205550	USS TARAWA LHA 1	20355
088006	USS AJAX AR 6	17138
033313	USS KITTY HAWK CV 63	17115
633317	NAVY PUBLIC WORKS CENTER	15067
535558	FLT AVIATION LOGISTICS SUPPT CENTER	13988
527066	USS STERETT CG 31	13116
205553	USS BELLEAU WCCB LHA 3	12755
655554	NAVELEX DETACHMENT SAN DIEGO	11921
046210	USS BUCHANAN DDG 14	9828
660001	NAVAL OCEAN SYSTEMS CENTER	9730
680054	NAVAL REGIONAL MEDICAL CENTER CAMP PENDLETON	9638
680056	NAVAL REGIONAL MEDICAL CENTER SAN DIEGO	9277
046252	USS BRADY FFG 1	9020
616655	FLEET COMBAT TRAINING CENTER PACIFIC	8307
071113	USS DENVER LPC 9	7806
527068	USS FOX CG 33	7773
046118	USS DIXIE AD 14	7248
071158	USS TRIPOLI LPH 10	6838
207448	USS PELELIU LHA 5	6700
002247	US NAVAL TRAINING CENTER SAN DIEGO	6614
208333	USS HARRY A HILL DD 986	6574
005448	FLEET ANTI SUBMARINE WARFARE TRAINING CENTER	6430
527060	USS BAINBRIDGE CGN 25	6352
072002	USS NEW ORLEANS LPH 11	6116
200024	USS SCHENECTADY LST 1185	6001
627051	SUPERVISOR OF SHIPBLDG CONVERSION AND REPAIR	6000
527065	USS HORNE CG 30	5872
031111	USS POINT DEFIANCE LSD 31	5849
526553	USS ENGLAND CG 22	5491
206117	USS CLISHING DD 985	5435
205555	USS JOHN YOUNG DD 972	5384
540555	USS LANG FF 1060	5233
205557	USS ELLIOTT DD 967	5015
046553	USS RAMSEY FFG 2	5010
540655	USS OWENS FF 1070	4915
071176	USS USDEN LFD 5	4861
532557	ASSAULT CRAFT UNIT ONE	4848
046115	USS TOWERS DDG 9	4765
002245	NAVAL STATION SAN DIEGO	4736
071177	USS JULLITH LPC 6	4601
046118	USS RUBINSON DDG 12	4523
046179	USS HOEL DDG 13	4466
210223	USS WACHS WORTH FFG 9	4422
071164	USS JONAH LFD 10	4381
662200	NAVY EXCHANGE LONG BEACH	4263
031128	USS THOMASTON LSD 28	4160
046111	USS BERKELEY DDG 15	4140
206116	USS LEFTWICH DD 984	4066
682111	NAVAL SUPPORT ACTIVITY LOS ANGELES LONG BEACH	3999
620211	COMMANDING OFFICER AMPHIBIOUS BASE CORONADO	3965
540335	USS BRADLEY FF 1041	3857
05811A	SERVICE SCHOOL COMMAND SAN DIEGO	3814
616190	FLEET TRAINING CENTER SAN DIEGO	3791
071161	USS OKINAWA LPH 3	3723
055515	USS DURFAN LKA 114	3716
200115	USS FORT FISHER LSC 40	3699
055547	USS ST LOUIS LKA 116	3684
661055	NAVY RESALE AND SERVICES SUPPORT CENTER	3638
046111	USS MULL DD 945	3614
046113	USS HENRY B WILSON DDG 7	3555
540449	USS GRAY FF 1054	3498
540711	USS FANNING FF 1076	3423
527112	USS TRUXTON CGN 35	3371
540550	USS HEPBURN FF 1055	3333
634066	NAVY SUBMARINE SUPPORT FACILITY	3251
205556	USS HEWITT DD 966	3251
526557	USS LEAFY CG 16	3244
205551	USS DAVID R RAY DD 971	3201

07162	USS DUBLQUE LPO 8	3196
52167	USS WILLIAM L STANLEY CG 32	3016
20221	USS BARBOUR COUNTY LST 1195	2593
20568	USS OLDENDORF LC 972	2962
20576	USS KINKAID CG 665	2928
03843	USS SOUTHERLAND LC 743	2866
07567	USS ENHANCE MSC 437	2857
57100	SPECIAL WARFARE GROUP 1	2814
55104	AMPHIBIOUS CONSTRUCTION BATTALION 1	2808
52698	USS HALSEY CG 23	2791
52704	USS JOUETT CG 25	2758
20838	USS FIFE CO 991	2754
20025	USS CAYUGA LST 1186	2749
05380	USS SAN CROCE AC 30	2679
01536	USS POINT LENA AC 2	2590
63015	NAVAL EDUCATION AND TRAINING SUPPORT CENTER PACIFIC	2540
20021	USS FRESNO LST 1182	2462
20026	USS TUSCALOOSA LST 1187	2435
20030	USS RACINE LST 1191	2413
60042	NAVAL AIR FACILITY EL CENTRO	2340
20575	USS PAUL F FOSTER DD 564	2324
08150	USS PLEDGE MSC 452	2304
20022	USS PEORIA LST 1183	2231
05725	USS DRUM SSN 671	2188
66022	NAVAL REGIONAL DENTAL CLINIC SAN DIEGO	2176
04709	USS FLORIKAN AS 5	2174
55522	SUBMARINE DEVELOPMENT GROUP ONE	2163
04614	USS LYNDE MC CORMICK CG 8	2144
54061	USS MARVIN SHELDS FF 1066	2131
01711	USS NORTON SCONE AVN 1	2121
20837	USS INGERSOLL LC 990	2115
20602	USS MERRILL DD 576	2110
97100	RCA SAN DIEGO ENGINEERING	2070
07171	USS VANCOUVER LPO 2	2062
04962	USNS TALUGA T AC 62	1994
04667	USS TURNER JOY LC 951	1978
52152	USS JOHN PAUL JONES DDG 32	1968
20224	USS BRISTOL COUNTY LST 1198	1965
52652	USS GRIDLEY CG 21	1939
07181	USS CLEVELAND LPO 7	1897
21034	USS DUNCAN FFG 10	1881
31954	NAVAL SUBMARINE TRAINING FACILITY	1856
04654	USS SCHOFIELD FFG 3	1845
70240	US NAVAL COMMUNICATION STATION	1833
54035	USS BRONSTEIN FF 1037	1811
20054	USS COCK FF 1083	1773
05846	USS MOBILE LKA 115	1752
54046	USS OCALLAHAN FF 1051	1752
20892	DSRV 2-AVALON	1728
17741	YR 85	1710
20023	USS FREDERICK LST 1184	1705
05143	USS GURNARD SSN 662	1687
20066	USS BARBEY FF 1068	1675
53212	BEACHMASTER UNIT 1	1597
07203	USS ANCHORAGE LSC 36	1480
03133	USS ALAMO LSO 33	1417
20839	USS FLETCHER DD 592	1407
03885	USS HENDERSON DD 785 NRF	1402
20028	USS SAN BERNARDINO LST 1189	1399
07113	USS TAKELMA ATF 113	1399
54060	USS STEIN FF 1065	1396
68050	NAVAL REGIONAL MEDICAL CENTER LONG BEACH	1394
03651	USS LONG BEACH CGN 9	1389
07557	USS CONSTANT MSC 427	1360
63856	NAVAL SECURITY GROUP DET NAVCOMMSTA SAN DIEGO	1351
20014	USS MCINT VERNON LSC 39	1314
54064	USS BAGLEY FF 1069	1304
20143	USS PIGEON ASR 21	1279
65870	SUPSHIP LONG BEACH	1276
05057	USS PERMIT SSN 694	1231
65913	NAVAL SEA SUPPORT CENTER	1222
54058	USS REASNER FF 1063	1182
07554	USS PLUCK MSC 444	1182
05147	USS GUITARRA SSN 665	1167
62947	NAVAL REGIONAL DENTAL CLINIC LONG BEACH	1166
05605	USS JONESTON SS 592	1142
60661	NAVY COMMISSARY STORE REGION SAN DIEGO	1137
04951	FLEET AVIATION SPECIALIZED TRAINING GROUP	1135
05112	USS HADDO SSN 604	1129
05059	USS BARB SSN 596	1076
04629	USS PROTEUS AS 15	1068
54053	USS MEYERKORD FF 1058	1063

20601	USS O'BRIEN DD 975	1063
03884	USS MCKEAN DD 784	1023
54045	USS ALBERT DAVID FF 1050	910
05567	USS GULCECN SSAC 567	855
05113	USS PINTADO SSN 672	848
68513	PERSONNEL SUPPORT ACTIVITY	845
05111	USS FLASHER SSN 613	844
07105	USS MOCICBI ATF 105	780
62106	NAVAL RESERVE CENTER	779
63152	FLEET COMBAT DIRECTION SYSTEMS SUPPORT ACTIVITY	742
05127	USS HADCOCK SSN 621	686
39353	COMBATED INTEGRATED COMBAT SYSTEMS TEST FACILITY	685
05120	USS GUARDFISH SSN 612	660
0025A	FLEET COMBAT SYSTEMS TRAINING CENTER	641
52156	USS DECATUR DCG 1	624
96771	SUPERIOR ENGINEERING CO LCS ANGELES	592
05604	USS BLUEBACK SS 181	581
09528	FLEET AREA CONTROL AND SURVEILLANCE	575
20525	USS GEORGE PHILIP FFG 12	553
42500	UNMANNED VEHICLE DETACHMENT	547
68512	PERSONNEL SUPPORT ACTIVITY NTC SAN DIEGO	536
20628	MYSTIC DSRV 1	532
68524	NAVY TACTICAL INTEROPERABILITY	528
68625	PERSONNEL SUPPORT ACTIVITY	518
63013	NUCLEAR WEAPONS TRAINING GROUP	512
60557	FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC	511
55721	FLEET COMPOSITE OPERATIONAL READINESS GROUP 1	508
57094	PACIFIC FLEET ALCIC VISUAL COMMAND	496
63018	COMMANDING OFFICER AMPHIBIOUS SCHOOL	488
53813	HELICOPTER COMBAT SUPPORT SCD FC 9	482
04651	USS MAUDELL DCG 24	465
39037	SURFACE WARFARE OFFICERS SCHOOL	460
03135	USS MONTICELLO LSC 35	443
09120	FIGHTER SQUADRON VF 302	430
67211	LANDING FORCE TRAINING COMMAND PACIFIC	425
20829	TURTLE DSV 3	421
09226	NAVAL AIR RESERVE UNIT	389
60701	NAVAL WEAPONS STATION SEAL BEACH	365
03343	USS CORAL SEA CV 43	356
20919	SEA CLIFF DSV 4	346
09108	FIGHTER SQUADRON VF 301	339
42039	NAVAL UNDERSEA WARFARE ENGINEERING STATION DET	334
05012	USS DOLPHIN AGSS 555	305
57025	COMMANDER NAVAL AIR FORCE PAC FLT	299
66834	NAVAL DRUG REHABILITATION CENTER	294
00242	NAVAL BASE SAN DIEGO	288
39354	NAVAL SCHOOL OF DENTAL ASSISTING AND TECHNOLOGY	284
33032	USPHS OUTPATIENT CLINIC	277
52935	FLEET COMPOSITE SCD VC13	247
09530	FLEET AVIATION SPECIAL CP TRAINING DET WARNER SPRINGS	246
55446	SPECIAL BOAT SQUADRON 1	236
55304	MOBILE TECHNICAL UNIT 5	235
0488A	NAVY MANPOWER AND MATERIAL ANALYSIS CENTER	213
53910	FLEET LOGISTICS SUPPORT SCD VR 57	210
14401	COG GLACIER WAGE 4	209
09074	CARRIER AIRBORNE EARLY WARNING SCD VAW 38	207
09259	HELICOPTER ANTISUBMARINE SCD LT HSL 10	198
96460	TRIPLE A SOUTH	198
57062	FLEET TRAINING GROUP SAN DIEGO	194
33115	SUBMARINE GROUP 5	180
09822	HELICOPTER COMBAT SUPPORT SCD FC 3	171
09211	HELICOPTER COMBAT SUPPORT SCD FC1	169
53824	COMMANDER NAVAL SURFACE FORCES PACIFIC	163
63037	NAVAL OCEANOGRAPHY COMMAND FACILITY	163
09126	HELICOPTER ANTISUB SCD LT HSL 31	152
05058	USS PLUNGER SSN 595	150
09501	ANTISUBMARINE WARFARE WING PACIFIC	147
68221	NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER	144
21063	CAPE CUC AD 43	134
42356	NAVAL AVIATION LOGISTICS CENTER	132
07110	USS JUAFAW ATF 110	127
96552	LOCKHEED MISSILE AND SPACE COMPANY	126
38176	PRECISION WELDING & STRESS	125
09248	AIR ANTISUBMARINE SCD VS 41	118
68350	NAVAL RESERVE READINESS COMMAND	116
20576	LEWIS & PULLER FFG 23	111
53920	HELICOPTER COMBAT SCD FC 11	110
38161	ATKINSON MARINE CORP	106
68046	NAVY REGIONAL DATA AUTOMATION CENTER	104
09055	FIGHTER SQUADRON VF 124	101
96833	ARCHWEL CORPORATION	97
54048	USS ROARK FF 1053	96

38155	RAM ENTERPRISE	93
20912	JOHN A MCCRE FFG 19	89
85460	NAVAL RESERVE MOBILE INSHORE	87
28360	FIRST DENTAL BATTALION	87
96814	SOUTHWEST MARINE INC	82
57022	COMMANDER TRAINING COMMAND PACIFIC FLEET	82
21047	USS ACALIA AC 42	78
38162	MARINE PNEUMATICS	75
38173	INGERSOLL-RAND	74
97111	MEDICAL SUPPLY OFFICER	72
38148	ALDI CORPORATION	71
11001	HEADQUARTERS BATTALION	70
05111	USS POLLACK SSN 603	68
53247	SUBMARINE SQUADRON 3	68
57066	NAVAL BEACH AMPHIBIOUS REFRESHER TRAINING GROUP	65
52912	NAVY FIGHTER WEAPONS SCHOOL	64
63116	NAVAL HEALTH RESEARCH CENTER	60
09138	HELICOPTER ANTISUBMARINE SQD LT HSL 33	59
09739	AIR ANTI SUBMARINE SQD VS21	59
09251	LIGHT PHOTOGRAPHIC SQD VFP 63	59
20515	FAHRION FFG 22	59
96443	NATIONAL STEEL AND SHIPBLDG CO	58
09312	HELICOPTER ANTISUBMARINE SQD HS2	57
09176	FLEET COMPOSITE SQD VC3	56
52776	HELICOPTER ANTISUBMARINE SQD LTHSL 35	55
09208	MARINE AIRCRAFT GROUP MAG 35	55
15209	CGC WALNUT WLM 262	55
09844	SHIPS VT ACFT LES NEW ORLEANS LPH 1	55
05458	CARRIER AIRBORNE EARLY WARNING SQD VAW 112	54
05048	CARRIER AIRBORNE EARLY WARNING TRAINING SQD RVAW 110	53
09263	AIR ANTISUBMARINE SQUADRON VS 33	48
00614	NAVY PETROLEUM UNIT	48
20567	PCD SIDES FFG 14	48
05141	USS SAND LANCE SSN 660	46
20346	USS CAVALLA SSN 664	45
20043	USS WILLIAMS FRIGATES SSN 680	45
09361	AIR ANTISUBMARINE SQD VS37	45
43445	MILITARY SEALIFT COMMAND	44
05115	USS DACE SSN 607	44
96457	WHITAKER CORP	42
68508	CONSOLIDATED CIVILIAN PERSONNEL	42
09607	FLEET LOGISTICS SUPPORT SQD VR30	39
05681	HELICOPTER ANTISUBMARINE SQD HS 8	37
09678	FIGHTER SQUADRON VF124	36
68003	HUMAN RESOURCE MANAGEMENT CENTER	36
05425	FIGHTER AIRBORNE EARLY WARNING WING PACIFIC	34
05820	AIR TEST AND EVALUATION SQUADRON VX 4	32
05876	SHIPS VT AIRCRAFT KITTY HAWK CV 63	30
MC100	GENERAL ACCOUNT	30
38168	AMEX SYSTEMS INC	30
66140	SPECIAL SERVICES	29
38160	BAY CITY MARINE	29
09277	FIGHTER SQUADRON VF 121	27
09815	TACTICAL AIR CONTROL SQ 1 VCT 1	26
00164	DEPUTY COMMANDER CPTVFOR PACIFIC	26
28301	HEADQUARTERS AND SERVICE BN	26
38159	AMEX SYSTEMS INC	25
09627	FLEET COMPOSITE SQUADRON VC 7	25
05481	FIGHTER SQUADRON VF 126	23
09442	CARRIER AIRBORNE EARLY WARNING SQD VAW 114	23
09284	ATTACK SQUADRON VA 145	22
34000	PROPERTY CONTROL OFFICER	21
38170	BAY AREA CONTRACTS INC	20
66064	OTC NAVAL AIR MAINT TRNG GROUP DET MIRAMAR	19
94771	NORDEN SYSTEMS	17
66472	NAVAL OCEANOGRAPHY COMMAND	13
68401	NAVY RECRUITING DISTRICT SAN DIEGO	11
33083	FEDERAL BUREAU OF INVESTIGATION	10
42980	NAVY BROADCASTING SERVICE DETACHMENT	10
09415	FIGHTER SQUADRON VF 51	10
21820	30 AMPHIBIAN TRACTOR BATTALION	10
09143	NAVAL AIR RESERVE CENTER DET SAN DIEGO	9
09563	HELICOPTER WING RESERVE	9
09425	CARRIER AIRBORNE EARLY WARNING SQD VAW 116	8
33285	CG MARINE SAFETY OFFICE	8
01770	USS PALL REVERE LPA 248 NRF	6
38167	AMETEK	5
66065	OTC NAVAL AIR MAINT TRAINING GROUP DET	5
33071	VETERANS ADMINISTRATION HOSPITAL	5
96442	HARBOR BOAT AND YACHT CO	5
09256	SHIPS VT AIRCRAFT	5
68266	NATIONAL PARACHUTE TEST RANGE EL CENTRO	4

28310	1ST SUPPLY BATTALION	4
28311	CONSOLIDATED ISSUE POINT NC 1	4
00578	MARINE CORPS TACT SYSTEMS SLPY ACT	4
09202	MARINE ATTACK HELICOPTER SQD FMA 169	4
68276	NAVAL SUPPLY CENTER DETACHMENT LONG BEACH	4
28321	M28321 1ST MAINTENANCE BATTALION	3
53260	MARINE BARRACKS	3
93403	SHIPS DETACHMENT SUFFLY OFFICER	3
30627	SERVICE SCHOOL COMMAND SAN DIEGO	3
05860	SHIPS VT AIRCRAFT	3
94595	N94995 GENERAL DYNAMICS CCFF	2
21058	USS SHENANDOAH AC 24	2
11220	3RD BATTALION 7TH MARINES	2
09341	MARINE ATTACK HELICOPTER SQD FMA 369	2
99560	NORTH ISLAND SEFWART	1
11160	THIRD BN FIFTH MARINES	1
21410	FIRST TANK BATTALION	1
21626	3RD ANGLICC	1
93973	MARINE CORPS RECRUITING STATION	1
28340	CONSOLIDATED ISSUE POINT NC 2	1
90889	CCNVAIR	1
38177	THE STANWICK CCFF	1
33112	BUREAU OF PRISONS, METROPOLITAN	1
67271	LANDING FORCE TRAINING CMND	0
20578	COPELAND FFG 25	0

APPENDIX D

LOCAL CUSTOMER LIST BY SHIPPING DOCUMENTS

	NUMBER OF SHIPPING DOCS
00244	64851
60258	37574
65568	29550
03261	28660
00246	25462
60259	19631
04648	15604
04621	19065
20132	17716
65668	17694
08810	16279
04610	12997
63367	11741
08806	11081
03243	8656
20550	8427
03244	8309
68054	7625
52706	7191
68056	6661
20613	6233
04616	5809
04652	5671
24660	5567
52708	5495
54078	5002
65514	4968
07163	4953
00247	4508
66001	4645
04618	4558
61665	4051
03131	3996
53257	3813
52755	3805
20024	3770
53588	3609
00245	3608
20748	3533
52700	3494
07202	3482
04678	3458
07176	3296
54055	3287
54063	3250
04663	3220
20569	3161
20567	3100
62021	3034
20617	3002
04615	2986
07164	2963
20833	2857
68311	2853
03128	2875
07177	2859
07168	2854
21033	2850
04661	2816
20015	2805
05847	2800
54045	2809
04661	2805
05845	2870
0581A	2871
62741	2865
20241	2871
00548	2849
54050	2813
07182	2809
61650	2809
63406	2815
04673	2868
20616	2808
52453	1928
03843	1912
52704	1878
52667	1875
54011	1854
52668	1853
20030	1838
00244	NAVAL SUPPLY CENTER SAN DIEGO
60258	LONG BEACH NAVAL SHIPYARD
65568	SHORE INTERMEDIATE MAINTENANCE ACTIVITY
03261	USS RANGER CV 61
00246	NAVAL AIR STATION NORTH ISLAND
60259	NAVAL AIR STATION MIRAMIR
04648	LSS SAMUEL COMBERS AC 37
04621	LSS SPERRY AS 12
20132	USS DIXON AS 37
65668	NAVAL AIR REWORK FACILITY
08810	USS JASON AR 6
04610	USS PRAIRIE AC 15
63367	NAVY PUBLIC WORKS CENTER
08806	USS AJAX AR 6
03243	USS KITTY HAWK CV 63
20550	USS TARAWA LHA 1
03244	USS CONSTELLATION CV 64
68054	NAVAL REGIONAL MEDICAL CENTER CAMP PENDLETON
52706	USS STERETT CG 31
68056	NAVAL REGIONAL MEDICAL CENTER SAN DIEGO
20613	USS BELLEAU WCCO LHA 3
04616	USS HOEL CG 13
04652	USS BROCKE FFG 1
24660	USS BUCHANAN DDG 14
52708	USS FOX CG 33
54078	USS BRADLEY FF 1041
65514	NAVELEX DETACHMENT SAN DIEGO
07163	LSS DENVER LPC 9
00247	LSS NAVAL TRAINING CENTER SAN DIEGO
66001	NAVAL OCEAN SYSTEMS CENTER
04618	USS DIXIE AC 14
61665	FLEET COMBAT TRAINING CENTER PACIFIC
03131	USS POINT DEFIANCE LSD 31
53257	ASSAULT CRAFT UNIT ONE
52755	USS HURNE CG 33
20024	USS SCENECTACY LST 1185
53588	FLT AVIATION LOGISTICS SUPPT CENTER
00245	NAVAL STATION SAN DIEGO
20748	USS PELELIU LHA 5
52700	USS BAINBRIDGE CGN 25
07202	USS NEW ORLEANS LPH 11
04678	USS ROBISON DDG 12
07176	USS UGDEN LFD 5
54055	USS LANG FF 1060
54063	USS OWANES FF 1070
04663	USS RAMSEY FFG 2
20569	USS JOHN YOUNG EL 573
20567	USS ELLIOTT DD 567
62021	COMMANDING OFFICER AMPHIBIOUS BASE CORONADO
20617	USS CUSHING DD 565
04615	USS TOWERS DDG 9
07164	USS JUNEAU LFC 10
20833	LSS HARRY W HILL DD 586
68311	NAVAL SUPPORT ACTIVITY LOS ANGELES LONG BEACH
03128	USS THOMASTON LSC 28
07177	USS DULUTH LFD 6
07168	USS TRIPOLI LPH 10
21033	USS WAGSWORTH FFG 9
04661	USS BERKELEY DDG 16
20015	USS FORT FISHER LSD 40
05847	USS ST LOUIS LKA 116
54045	USS GRAY FF 1054
04661	USS HULL DD 945
05845	USS DURHAM LKA 114
0581A	SERVICE SCHOOL COMMAND SAN DIEGO
62741	SUPERVISOR OF SHIPLEG CONVERSION AND REPAIR
20241	USS BARBOL CCATY LST 1155
00548	FLEET ANTI SUBMARINE WARFARE TRAINING CENTER
54050	USS HEPBURN FF 1055
07182	USS DOBLOE LFC 8
61650	FLEET TRAINING CENTER SAN DIEGO
63406	NAVY SUBMARINE SUPPORT FACILITY
04673	USS HENRY B WILSON DDG 7
20616	USS LEFTWICH DD 584
52453	USS ENGLAND CG 22
03843	USS SOUTHERLAND DD 743
52704	USS JOULET CG 25
52667	USS LEAFY CG 16
54011	USS FANNING FF 1076
52668	USS HALSEY CG 23
20030	USS RACINE LST 1191

20025	USS CAYLGA LST 1186	1816
20586	USS HEWITT LC 966	1772
20576	USS KINKAID CC 965	1752
07567	USS ENHANCE MSC 427	1742
01936	USS POINT LOMA ACSS 2	1723
07351	USS OKINAWA LPH 3	1697
52707	USS WILLIAM L STANDLEY CG 32	1682
20591	USS DAVID R RAY LC 971	1651
20026	USS TUSCALOOSA LST 1187	1638
20598	USS OLDENDORF CC 972	1603
07171	USS VANCOUVER LFC 2	1585
57100	SPECIAL WARFARE GROUP 1	1578
66022	NAVAL REGIONAL DENTAL CLINIC SAN DIEGO	1554
55104	AMPHIBIOUS CONSTRUCTION BATTALION 1	1514
52712	USS TRUXTON CGN 35	1512
08150	USS PLEDGE MSC 492	1480
20021	USS FRESNO LST 1182	1471
66105	NAVY RESALE AND SERVICES SUPPORT CENTER	1452
20022	USS PEGASUS LST 1193	1443
05380	USS SAN CINCINNATI AFD 30	1436
04709	USS FLORIAN ASR 9	1432
20838	USS PIPE CO 991	1426
04667	USS TURNER JOY CC 951	1414
01711	USS NORTON SCONE AVM 1	1389
60042	NAVAL AIR FACILITY EL CENTRO	1388
20224	USS BRISTOL COUNTY LST 1198	1381
54061	USS MARVIN SHIELDS FF 1066	1338
04942	USNS TALUGA T AC 62	1277
07181	USS CLEVELAND LFC 7	1269
97100	RCA SAN DIEGO ENGINEERING	1257
20575	USS PAUL F FOSTER CC 964	1246
55522	SUBMARINE DEVELOPMENT GROUP CNE	1244
20837	USS INGERSOLL CC 990	1213
20023	USS FREDERICK LST 1184	1211
66280	NAVY EXCHANGE LONG BEACH	1192
20602	USS MERRILL DD 976	1174
52192	USS JOHN PAUL JONES DDG 32	1167
54035	USS BRONSTEIN FF 1037	1121
20066	USS HARVEY FF 1088	1076
03885	USS HENDERSON DL 785 NRF	1075
20892	DSRV 2 AVALON	1038
17141	YR 85	1037
54046	USS O'CALLAHAN FF 1051	1012
52692	USS GRIDLEY CG 21	984
05846	USS MOBILE LKA 115	967
68090	NAVAL REGIONAL MEDICAL CENTER LONG BEACH	963
21034	USS JUNCAN FFG 10	960
60681	NAVY COMMISSARY STORE REGION SAN DIEGO	960
70240	US NAVAL COMMUNICATION STATION	950
07557	USS CONSTANT MSC 427	946
07105	USS MOCTOBI ATF 105	939
20014	USS MOUNT VERNON LSC 39	932
04694	USS SCHOFIELD FFG 3	919
20054	USS COCK FF 1083	885
03133	USS ALAMO LSC 33	881
04674	USS LYNDE MC CORMICK DDG 8	877
54064	USS BAGLEY FF 1069	860
07113	USS TAKELMA ATF 113	859
20143	USS PIGEON ASR 21	833
07594	USS PLUCK MSC 464	813
54060	USS STEIN FF 1065	811
07203	USS ANCHORAGE LSC 36	794
65870	SUPSHIP LONG BEACH	782
05725	USS DRUM SSN 677	769
03651	USS LONG BEACH CGN 9	747
53212	BEACHMASTER UNIT 1	735
20839	USS FLETCHER CC 992	728
54083	USS MEYERKORD FF 1058	714
54058	USS REASONER FF 1063	709
65513	NAVAL SEA SUPPORT CENTER	661
54045	USS ALBERT (AVIC FF 1050)	656
62947	NAVAL REGIONAL DENTAL CLINIC LONG BEACH	653
20028	USS SAN BERNARDINO LST 1189	648
63015	NAVAL EDUCATION AND TRAINING SUPPORT CENTER PACIFIC	639
68553	PERSONNEL SUPPORT ACTIVITY	630
05143	USS GURNARD SSN 662	628
31954	NAVAL SUBMARINE TRAINING FACILITY	626
05605	USS BENEFISH SS 582	593
05057	USS PERMIT SSN 554	593
05059	USS BARE SSN 556	568
63856	NAVAL SECURITY GROUP CBT NAVCOMMSTA SAN DIEGO	559
96711	SUPERIOR ENGINEERING CO LCS ANGELES	532

05112	USS HADCC SSN 604	524
05147	USS GUITAR RC SSN 665	501
04629	USS PROTELS AS 19	495
05667	USS GUDGEON SSAC 567	443
20965	USS GEORGE PHILIP FFG 12	426
68552	PERSONNEL SUPPORT ACTIVITY NTC SAN DIEGO	412
09151	FLEET AVIATION SPECIALIZED TRAINING GROUP	405
20601	USS OBRIEN DD 555	393
62106	NAVAL RESERVE CENTER	374
03864	USS MCKEAN DD 764	373
05153	USS PINTADO SSN 672	344
05604	USS BLUEBACK SS 581	340
05363	CD INTEGRATED COMBAT SYSTEMS TEST FACILITY	334
39037	SURFACE WARFARE OFFICERS SCHOOL	327
55721	FLEET COMPOSITE OPERATIONAL READINESS GROUP I	315
60957	FLEET ACCOUNTING AND DISBURSING CENTER PACIFIC	304
05120	USS GUARD FISH SSN 612	286
42500	UNMANNED VEHICLE DETACHMENT	283
20829	TURTLE CSV 3	282
05121	USS FLASHER SSN 613	278
63013	NUCLEAR WEAPONS TRAINING GROUP	278
09528	FLEET AREA CONTROL AND SURVEILLANCE	271
63018	COMMANDING OFFICER AMPHIBIOUS SCHOOL	239
63152	FLEET COMBAT DIRECTION SYSTEMS SUPPORT ACTIVITY	236
68524	NAVY TACTICAL INTEROPERABILITY	229
05127	USS HADCC SSN 621	213
39354	NAVAL SCHOOL OF DENTAL ASSISTING AND TECHNOLOGY	209
20919	SEA CLIFF DSV 4	155
66854	NAVAL DRUG REHABILITATION CENTER	194
20828	MYSTIC CSRV 1	193
52156	USS DECATUR CGC 31	150
33032	USPHS OUTPATIENT CLINIC	187
14401	CGC GLACIER WAGE 4	176
09256	NAVAL AIR RESERVE UNIT	167
96460	TRIPLE A SOUTH	166
68625	PERSONNEL SUPPORT ACTIVITY	164
0025A	FLEET COMBAT SYSTEMS TRAINING CENTER	159
60701	NAVAL WEAPONS STATION SEAL BEACH	147
57025	COMMANDER NAVAL AIR FORCE PACFLT	145
53813	HELICOPTER COMBAT SUPPORT SQD FC 9	143
67271	LANDING FORCE TRAINING COMMAND PACIFIC	133
57062	FLEET TRAINING GROUP SAN DIEGO	131
09120	FIGHTER SQUADRON VF 302	127
55446	SPECIAL BOAT SQUADRON 1	122
96552	LOCKHEED MISSILE AND SPACE COMPANY	116
09108	FIGHTER SQUADRON VF 301	115
38176	PRECISION WELDING & STRESS	111
57054	PACIFIC FLEET ALLIC VISUAL COMMAND	111
03343	USS CORAL SEA CV 43	109
55304	MOBILE TECHNICAL UNIT 5	107
05074	CARRIER AIRBORNE EARLY WARNING SQD VAW 88	104
09259	HELICOPTER ANTISUBMARINE SQD LT HSL 10	101
53910	FLEET LOGISTICS SUPPORT SQD VR 57	100
38161	ATKINSON MARINE CORP	55
42356	NAVAL AVIATION LOGISTICS CENTER	54
09822	HELICOPTER COMBAT SUPPORT SQD FC 3	87
05062	USS DOLPHIN AGSS 555	86
33115	SUBMARINE GROUP 5	82
09126	HELICOPTER ANTISUB SQD LT HSL 31	81
68350	NAVAL RESERVE READINESS COMMAND	79
05058	USS PLUNKER SSN 655	72
00242	NAVAL BASE SAN DIEGO	72
56833	ARCHEL CORPORATION	68
38173	INGERSOLL-RAND	66
04691	USS MADCELL DCG 24	66
09211	HELICOPTER COMBAT SUPPORT SQD FC1	65
38155	RAM ENTERPRISE	65
38162	MARINE FUELS	65
38148	ALDI CORPORATION	63
09561	ANTISUBMARINE WARFARE WING PACIFIC	62
57022	COMMANDER TRAINING COMMAND PACIFIC FLEET	60
09258	AIR ANTISUBMARINE SQD VS 41	56
96854	SOUTHWEST MARINE INC	56
52955	FLEET COMPOSITE SQD VC13	55
53920	HELICOPTER COMBAT SQD FC 11	54
68046	NAVY REGIONAL DATA AUTOMATION CENTER	54
07110	USS JUAPAW ATF 110	52
11001	HEADQUARTERS BATTALION	47
63027	NAVAL OCEANOGRAPHY COMMAND FACILITY	46
57066	NAVAL BEACH AMPHIBIOUS REFRESHER TRAINING GROUP	46
15309	CGC WALNUT ALM 212	45
28380	FIRST DENTAL BATTALION	43

LOCAL CUSTOMER LIST BY WEIGHT AND CUBE

150

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4 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 10

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APPENDIX F

REQNS, ISSUES, WEIGHT AND CUBE DATA BY ZONE

ZONE 1 WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	3777.	4932.	498.	417.	9624.
14	4097.	7340.	1280.	441.	13158.
21	3761.	6463.	775.	543.	11542.
28	3972.	5322.	914.	494.	10702.
35	3967.	5784.	948.	766.	11465.
42	3813.	6220.	1277.	342.	11652.
49	3585.	5655.	933.	479.	10652.
56	4277.	6663.	484.	539.	11963.
63	3715.	4209.	629.	330.	8883.
70	4036.	6863.	865.	349.	12113.
77	4498.	6212.	605.	602.	11917.
84	2751.	4572.	1394.	528.	9245.
91	2721.	4152.	1089.	958.	8920.
98	4745.	6888.	1361.	609.	13603.
105	4176.	5840.	736.	510.	11262.
112	4135.	6877.	1231.	387.	12630.
119	5024.	7390.	1146.	574.	14134.
126	2831.	3586.	1188.	299.	8304.
133	3689.	5565.	834.	413.	10501.
140	3878.	5488.	954.	583.	10903.
147	5220.	6274.	767.	250.	12511.
154	2809.	3541.	851.	248.	7449.
161	6239.	7389.	797.	351.	14776.
168	5429.	6090.	960.	358.	12837.
175	3372.	4393.	973.	291.	9029.
182	2803.	4849.	812.	436.	3905.
189	3667.	7323.	274.	388.	11652.
196	3451.	5596.	232.	244.	9923.
203	3860.	6234.	253.	244.	10591.
210	4065.	9000.	561.	253.	13879.
217	4568.	7862.	228.	263.	13321.
224	3235.	6080.	389.	332.	10056.
231	4425.	7325.	495.	233.	12473.
238	6057.	8547.	460.	403.	15867.
245	2999.	4348.	211.	137.	7695.
252	5658.	9247.	462.	384.	15791.
259	3825.	6415.	523.	354.	11117.
266	8053.	10946.	477.	383.	19859.
273	3861.	6114.	397.	511.	10883.
274	804.	1064.	136.	108.	2112.
TOTAL	162313.	245858.	29399.	16334.	453904.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4161.87	6304.05	753.82	418.82	11638.56

ZONE 1
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LCCAL SHIPMENT	ISSUE UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL SHIPMENT
7	3734.	595.	219.	4548.
14	4424.	1255.	253.	5932.
21	6401.	746.	428.	7575.
28	6101.	953.	1306.	8360.
35	4210.	1027.	687.	5924.
42	5162.	653.	224.	6039.
49	5344.	1225.	267.	6836.
56	6044.	763.	750.	7557.
63	8206.	641.	651.	9498.
70	3575.	716.	381.	4672.
77	6156.	458.	356.	6970.
84	7127.	846.	423.	8396.
91	4221.	1468.	396.	6085.
98	4879.	1534.	285.	6698.
105	4927.	227.	1017.	6171.
112	6673.	518.	414.	7605.
119	7420.	2275.	565.	10260.
126	6422.	1117.	448.	7987.
133	5566.	1055.	412.	7033.
140	4376.	764.	352.	5492.
147	4424.	674.	281.	5379.
154	2950.	1128.	380.	4458.
161	4350.	643.	594.	5587.
168	7567.	1068.	439.	9074.
175	6700.	1032.	464.	8196.
182	5561.	715.	601.	6877.
189	6888.	449.	459.	7796.
196	7923.	240.	454.	8617.
203	6357.	227.	368.	6952.
210	7526.	364.	327.	8217.
217	7932.	407.	239.	8578.
224	4979.	347.	351.	5677.
231	5982.	517.	313.	6812.
238	7184.	299.	298.	7781.
245	7541.	418.	352.	8311.
252	5250.	236.	150.	5636.
259	8033.	456.	271.	8760.
266	7653.	520.	349.	8522.
273	11662.	534.	320.	12516.
274	1624.	37.	62.	1723.
TOTAL	239054.	29147.	16906.	285107.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHER BA	TOTAL
6129.59	747.36	433.49	7310.43

ZONE 1 WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	1235421.02	11446.54	8366.25	1315234.61
14	555667.71	12002.93	2170.26	518467.90
21	557963.98	128141.85	2210.64	688316.47
28	503333.30	155700.32	6688.19	1069771.81
35	266454.83	142185.00	5054.83	413694.66
42	344141.63	267363.72	1137.75	612645.10
49	225623.31	215040.65	1706.47	492370.93
56	856961.12	112038.57	4884.58	973884.67
63	923722.97	54473.51	12680.11	1037881.99
70	145892.64	112446.34	2381.07	321720.05
77	274345.89	381855.01	6760.82	662962.72
84	175759.14	103400.46	2360.88	285520.48
91	666051.68	112118.06	5115.58	844485.32
98	5500162.05	181344.00	5955.23	682464.28
105	1380819.95	6500.20	11655.15	1399375.30
112	411344.29	111539.64	2851.90	525735.83
119	465770.44	104026.79	3346.17	1513743.40
126	653732.73	155560.80	4506.58	814600.51
133	351413.23	148027.11	3520.99	502966.33
140	775482.88	71437.18	1567.40	852487.46
147	417325.13	87158.13	1583.01	506466.27
154	655039.71	115570.73	2023.42	773039.86
161	828870.62	84054.57	6565.02	909930.61
168	578324.06	144544.81	24625.43	747498.30
175	857923.73	121312.70	23282.48	1002518.91
182	447205.75	115227.71	3555.65	597825.11
189	578752.76	65083.42	3513.28	647345.46
196	455847.76	57113.86	3557.84	464875.46
203	220467.79	5511.85	20113.69	247093.33
210	625607.86	17735.24	6308.41	653651.51
217	588777.71	11860.60	16854.87	627533.18
224	1738045.57	12565.37	1662.46	1752273.40
231	692587.64	16642.43	1602.13	710832.20
238	310817.17	13205.77	41665.54	365712.48
245	784081.43	12779.12	46259.67	843100.22
252	462284.16	5458.07	1057.36	468835.59
259	534249.09	487438.35	106642.16	1128325.60
266	289683.29	16561.66	45830.89	352480.84
273	460974.35	13741.53	322664.18	797380.46
274	208376.28	1557.64	355.04	210312.86
TOTAL	23235364.95	5289243.34	803674.18	29328386.47

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
595778.69	135624.19	20607.63	752005.51

LINE 1
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	41991.85	2071.74	175.69	44239.28
14	14085.18	4437.28	69.45	18591.92
21	22718.66	3528.79	675.78	26923.23
28	35243.06	4450.23	188.02	39881.30
35	10907.94	3562.14	405.35	15275.43
42	12880.81	8535.02	40.37	21460.20
49	3637.38	6847.77	61.71	15546.86
56	34773.62	4241.27	174.55	38792.44
63	36059.67	4482.48	243.55	40786.05
70	5791.07	4643.64	108.66	10542.37
77	11199.14	13419.65	120.84	24739.63
84	8212.42	2759.56	56.71	11108.70
91	25962.32	5242.79	161.40	31366.51
98	19034.43	5054.78	44.45	24133.66
105	52511.24	514.22	423.92	53449.38
112	16650.10	4162.37	159.66	20972.13
119	19496.17	3517.38	136.76	25370.31
126	26454.71	4149.20	17.01	30920.92
133	13433.19	4137.52	166.38	17737.09
140	29873.01	2041.14	133.39	32047.54
147	15630.99	2534.02	81.42	18246.43
154	25654.89	3178.58	62.34	29115.80
161	33526.40	2119.01	247.35	35892.76
168	21686.97	3660.61	373.10	25726.69
175	34435.18	3611.51	182.61	38232.30
182	17675.09	2371.35	237.07	21283.50
189	21465.24	2091.16	122.65	23679.05
196	21005.16	177.46	172.70	21355.32
203	8903.41	17.58	538.76	9759.74
210	22289.75	145.52	208.07	23046.33
217	21309.37	347.87	180.36	22037.61
224	65945.22	514.85	64.99	66525.06
231	25260.35	636.27	50.36	26186.98
238	12343.65	777.87	157.99	13215.51
245	26864.64	427.42	245.21	27537.27
252	15505.50	254.15	54.81	15814.46
259	19398.76	1844.49	2564.73	40807.97
266	11843.79	676.47	1455.00	14015.26
273	18610.66	441.47	12115.58	31171.71
274	7570.64	42.91	12.95	7626.49
TOTAL	892145.62	185345.51	23785.12	1085274.25

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
22875.53	4342.19	609.82	27827.54

32nd STREET AFLOAT ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	2854.	3867.	473.	409.	7603.
14	2481.	4175.	1050.	425.	8131.
21	2775.	5267.	755.	502.	9299.
28	2296.	3444.	853.	481.	7080.
35	2574.	4521.	826.	760.	8681.
42	2825.	4676.	1223.	337.	9066.
49	2457.	4597.	515.	475.	8444.
56	2871.	5014.	451.	527.	8863.
63	2633.	3094.	615.	328.	6671.
70	3098.	5465.	821.	336.	9743.
77	3104.	4337.	545.	601.	8587.
84	1882.	3188.	1365.	525.	6960.
91	1763.	2730.	558.	830.	6321.
98	3294.	5642.	1187.	596.	10719.
105	3044.	4257.	683.	508.	8532.
112	2513.	4688.	1193.	383.	8777.
119	3389.	5987.	1102.	572.	11550.
126	1715.	2377.	1131.	296.	5519.
133	2498.	4286.	793.	410.	7993.
140	2673.	4012.	881.	246.	7812.
147	1650.	3010.	683.	240.	5583.
154	2082.	2667.	783.	243.	5775.
161	5044.	6087.	741.	340.	12212.
168	3827.	4570.	861.	355.	9513.
175	1627.	2897.	506.	290.	5720.
182	1902.	3730.	784.	430.	6846.
189	2635.	5612.	225.	381.	8853.
196	1887.	4351.	213.	242.	6693.
203	2220.	4400.	220.	234.	7074.
210	2693.	5814.	421.	245.	9173.
217	3842.	6253.	199.	257.	10551.
224	2228.	4781.	331.	330.	7670.
231	2941.	5441.	471.	228.	9081.
238	4341.	7047.	361.	224.	11973.
245	1941.	3127.	178.	130.	5376.
252	4713.	7526.	384.	381.	13414.
259	2520.	5268.	415.	345.	8548.
266	7082.	9886.	404.	370.	17742.
273	2637.	4606.	349.	504.	8096.
274	630.	954.	132.	107.	1823.
TOTAL	111681.	184125.	26950.	15423.	338179.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
2863.62	4721.15	651.03	395.46	8671.25

32nd STREET AFLOAT ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	2938.	502.	218.	3658.
14	3111.	1311.	246.	4388.
21	2726.	728.	423.	4687.
28	4912.	930.	1256.	7098.
35	3003.	884.	631.	4568.
42	3955.	618.	222.	4795.
49	3942.	1199.	261.	5402.
56	4566.	727.	746.	6039.
63	6449.	617.	632.	7698.
70	2604.	694.	379.	3677.
77	4520.	412.	342.	5274.
84	5106.	821.	418.	6345.
91	2890.	1355.	394.	4739.
98	3548.	1345.	242.	5135.
105	3468.	200.	962.	4630.
112	4915.	489.	412.	5816.
119	5176.	2231.	523.	7930.
126	4930.	1058.	447.	6435.
133	4385.	1034.	410.	5829.
140	3061.	696.	350.	4107.
147	3545.	655.	276.	4476.
154	1498.	1036.	375.	2913.
161	3425.	530.	260.	4216.
168	5972.	1043.	424.	7439.
175	5067.	913.	462.	6442.
182	4358.	655.	588.	5601.
189	3536.	414.	456.	4406.
196	5726.	209.	451.	6386.
203	4712.	187.	365.	5264.
210	4863.	233.	318.	5414.
217	5723.	370.	229.	6322.
224	3507.	266.	350.	4143.
231	4347.	504.	310.	5161.
238	5677.	253.	239.	6219.
245	5655.	224.	173.	6162.
252	3912.	199.	148.	4259.
259	6978.	301.	262.	7541.
266	6212.	427.	335.	6974.
273	10485.	498.	312.	11295.
274	1066.	26.	62.	1164.
TOTAL	177580.	26654.	16013.	220247.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
4553.33	683.44	410.59	5647.36

32nd STREET AFLOAT ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	CIFER SHIPMENT	TOTAL SHIPMENT
7	543720.43	71126.97	8366.00	623213.40
14	117250.17	143604.71	2162.08	263025.96
21	165393.26	127489.32	2205.86	295088.44
28	365705.98	158504.81	6551.44	531162.23
35	62523.27	137191.09	5044.83	204764.19
42	148242.63	280506.53	1137.50	409886.66
49	81082.80	262164.40	1676.47	345923.67
56	333562.20	105460.19	4839.30	447861.69
63	233096.56	91279.11	6972.16	331157.83
70	103315.18	172285.89	2375.61	278976.68
77	164987.64	58763.54	6180.80	234933.48
84	125915.61	103340.45	2357.02	231314.08
91	262113.36	168293.36	2535.48	432947.20
98	56210.41	119508.36	911.41	236636.38
105	281820.78	3901.23	11556.68	297278.69
112	185126.52	67203.47	2647.20	255179.19
119	410234.75	719385.35	2560.52	1132580.66
126	147828.28	155268.11	4406.58	307503.37
133	233795.17	145050.80	3520.93	382366.90
140	159097.43	66111.05	1555.80	226764.28
147	159311.92	86850.88	1581.76	248152.56
154	131834.07	103664.63	1020.62	237485.32
161	273257.71	53597.56	5051.62	331906.89
168	112447.55	144153.69	4787.43	262391.67
175	112474.17	82245.19	2533.48	198652.84
182	100453.05	108520.52	6783.05	215761.62
189	189099.65	64181.52	3074.35	256355.92
196	332481.09	3485.81	3250.48	339217.38
203	192071.94	3295.05	20340.69	217707.68
210	204059.54	14836.81	5411.48	224307.83
217	186721.00	14265.59	4526.37	205512.96
224	277559.47	6900.45	1661.46	586137.38
231	261724.45	14110.56	1558.72	277433.73
238	280258.93	8744.99	2153.54	291157.46
245	218290.03	5050.40	2733.44	226081.87
252	226408.89	4940.92	1053.58	232403.39
259	295680.71	4557.57	23252.16	323890.44
266	212141.89	16063.78	2425.68	230652.55
273	331432.82	12033.39	2005.18	345471.39
274	28177.41	1537.54	399.04	30113.99
TOTAL	8610722.72	3964021.72	179619.40	12754363.85

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER EA	TOTAL
220787.76	101641.58	4605.83	327034.97

32nd STREET AFLOAT ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	15863.41	2052.15	175.69	18091.25
14	5155.93	4117.49	65.00	9343.42
21	7650.27	2486.24	674.98	11791.49
28	15077.22	4420.29	181.43	19678.93
35	2657.35	3770.39	404.87	6837.62
42	4836.61	837.67	40.37	13251.64
49	3065.03	6789.15	57.11	9911.30
56	14107.67	4414.64	167.62	18685.93
63	10168.41	4461.03	183.85	14813.29
70	4534.14	4635.31	108.26	9277.71
77	7271.61	1661.47	110.38	9043.46
84	5088.00	4181.72	126.51	7966.23
91	10668.05	5187.70	144.14	16001.89
98	2715.92	4955.84	42.26	7752.04
105	11088.81	238.48	618.10	11943.40
112	7945.90	1853.76	159.34	9955.00
119	17385.87	2363.26	122.35	41158.47
126	5484.30	4113.77	244.21	9847.28
133	9213.73	4129.11	166.37	13509.21
140	5493.13	1852.33	122.75	7515.20
147	6392.76	1852.33	81.32	8985.66
154	5411.55	2021.12	81.57	8514.24
161	11672.71	1842.03	114.58	13625.72
168	4578.12	3866.65	108.33	8347.10
175	5436.82	22949.50	143.52	7930.24
182	4446.16	2257.00	153.19	7572.35
189	7474.67	2052.49	119.96	9647.12
196	15529.34	113.32	119.96	15814.74
203	7710.68	183.22	172.08	8423.05
210	6327.97	163.49	127.15	6878.24
217	5677.11	463.17	188.78	6226.56
224	21728.49	318.82	140.28	22112.06
231	9219.73	665.54	64.74	9975.37
238	11004.92	619.19	50.10	11798.34
245	6270.16	400.24	114.23	6575.69
252	7102.11	400.24	103.30	7392.30
259	10541.56	332.86	54.68	11115.13
266	7736.05	635.61	224.71	8628.79
273	12651.59	355.11	257.14	13154.86
274	724.81	42.91	104.16	780.67
TOTAL	333139.66	120006.15	6155.16	459900.96

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
8542.04	3077.08	173.21	11792.33

32nd STREET ASHORE ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	923.	1065.	25.	8.	2021.
14	1616.	3165.	23.	16.	5027.
21	986.	1156.	2.	41.	2243.
28	1676.	1878.	55.	13.	3622.
35	1393.	1263.	122.	6.	2784.
42	988.	1544.	49.	5.	2586.
49	1128.	1058.	18.	4.	2208.
56	1406.	1649.	33.	12.	3100.
63	1082.	1115.	13.	2.	2212.
70	938.	1314.	45.	13.	2370.
77	1394.	1815.	60.	1.	3330.
84	869.	1384.	29.	3.	2285.
91	953.	1422.	91.	128.	2599.
98	1451.	1246.	174.	13.	2884.
105	1132.	1543.	47.	2.	2724.
112	1622.	2189.	38.	4.	3853.
119	1135.	1403.	44.	2.	2584.
126	1116.	1619.	57.	3.	2785.
133	1191.	1279.	35.	3.	2508.
140	1205.	1476.	71.	337.	3091.
147	3570.	3264.	73.	10.	6922.
154	727.	814.	68.	5.	1674.
161	1195.	1302.	56.	11.	2564.
168	1602.	1520.	99.	3.	3224.
175	1745.	1456.	67.	1.	3309.
182	906.	1119.	23.	6.	2055.
189	1032.	1711.	49.	7.	2799.
196	1564.	1645.	19.	2.	3230.
203	1640.	1834.	33.	10.	3517.
210	1372.	3186.	140.	8.	4706.
217	1126.	1505.	29.	6.	2770.
224	1027.	1299.	53.	2.	2336.
231	1484.	1884.	24.	5.	3397.
238	1716.	1900.	99.	179.	3894.
245	1058.	1221.	33.	7.	2319.
252	965.	1311.	78.	3.	2377.
259	1305.	1147.	103.	9.	2565.
266	971.	1060.	13.	13.	2117.
273	1224.	1508.	48.	7.	2787.
274	174.	110.	4.	1.	289.
TOTAL	50632.	61733.	2449.	911.	115725.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
1298.26	1582.90	62.79	23.36	2967.31

32nd STREET ASHORE ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL SHIPMENT
7	796.	93.	1.	890.
14	1313.	224.	7.	1544.
21	2665.	18.	5.	2688.
28	1189.	23.	50.	1262.
35	1207.	14.	6.	1356.
42	1207.	35.	2.	1244.
49	1402.	26.	6.	1434.
56	1478.	36.	4.	1518.
63	1757.	24.	19.	1800.
70	571.	22.	2.	995.
77	1636.	46.	14.	1696.
84	2021.	25.	5.	2051.
91	1231.	11.	2.	1346.
98	1331.	18.	43.	1562.
105	1459.	27.	55.	1541.
112	1758.	25.	2.	1785.
119	2244.	44.	42.	2330.
126	1492.	55.	1.	1552.
133	1181.	41.	2.	1204.
140	1315.	68.	2.	1385.
147	879.	15.	5.	903.
154	1452.	92.	1.	1545.
161	924.	11.	334.	1371.
168	1555.	25.	15.	1635.
175	1633.	119.	2.	1754.
182	1203.	60.	13.	1276.
189	3352.	35.	3.	3390.
196	2197.	31.	3.	2231.
203	1645.	40.	3.	1688.
210	2663.	11.	5.	2803.
217	2209.	37.	10.	2256.
224	1472.	61.	1.	1534.
231	1635.	13.	3.	1651.
238	1507.	46.	9.	1562.
245	1886.	84.	179.	2149.
252	1338.	37.	2.	1377.
259	1055.	15.	5.	1219.
266	1441.	53.	14.	1548.
273	1177.	36.	8.	1221.
274	558.	1.	0.	559.
TOTAL	61474.	2493.	833.	64860.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
1576.26	63.92	22.90	1663.08

32nd STREET ASHORE ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	691701.39	319.57	0.25	692021.21
14	242409.54	8025.22	7.18	250441.94
21	392570.72	552.55	4.78	393228.03
28	537677.32	155.51	136.75	538609.58
35	203926.56	4993.51	10.00	203930.47
42	195399.00	6863.19	0.25	202762.44
49	144541.01	1878.25	30.00	146447.26
56	523393.92	2578.38	45.68	526022.98
63	692816.41	2169.80	3707.95	699724.16
70	42577.46	180.45	5.46	42743.37
77	104359.25	32090.97	560.02	428030.24
84	53842.53	360.01	3.86	54206.40
91	403933.32	4424.70	160.10	411538.12
98	443951.64	1840.44	35.82	445827.90
105	1098999.17	2993.97	98.47	1102096.61
112	226217.77	4434.17	4.70	270556.64
119	59535.69	321241.40	365.65	381162.74
126	505904.45	692.69	500.00	507097.14
133	117623.06	2576.31	0.06	120599.43
140	620335.45	5523.13	11.60	625723.18
147	258013.21	255.25	1.25	258313.71
154	523235.64	12312.10	2.80	535550.54
161	565612.91	10497.41	1913.40	578023.72
168	464876.51	383.12	1542.00	465106.63
175	745449.56	38067.51	20349.00	803866.07
182	346747.70	6707.19	28612.60	382067.49
189	389653.11	501.50	438.93	390593.54
196	123366.67	2283.05	7.36	125662.08
203	28395.85	618.80	13.00	29385.65
210	425548.32	283.43	866.93	429343.68
217	402056.71	7553.01	12368.50	422020.22
224	1160476.10	5553.52	1.00	1166136.02
231	430863.19	2531.87	3.41	433398.47
238	30558.24	446.76	353.00	74555.02
245	565791.40	7720.72	43506.23	617018.35
252	235875.27	557.15	3.78	236436.20
259	238568.38	482480.78	82350.00	804439.16
266	77546.40	880.88	43401.01	121828.29
273	129541.53	1706.54	320659.00	451909.07
274	180198.87	0.00	0.00	180198.87
TOTAL	14624640.23	1325211.61	624054.78	16574022.62

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA5	BA BLK	OTHER BA	TOTAL
374990.93	33982.61	16001.40	424974.94

32nd STREET ASHORE ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	CTFR SHIPMENT	TOTAL SHIPMENT
7	26123.44	17.59	0.00	26140.03
14	8928.25	313.79	0.45	9248.50
21	15088.40	42.54	0.60	15131.74
28	20170.84	29.54	6.59	20207.37
35	8250.59	186.75	0.48	8437.81
42	8044.20	164.35	0.01	8208.56
49	5572.36	58.61	4.60	5635.57
56	19965.55	125.63	6.53	20102.52
63	25891.26	21.45	60.10	25972.80
70	1255.93	8.33	0.40	1264.66
77	3927.53	11758.18	10.46	15696.17
84	3124.42	17.84	0.20	3142.47
91	15294.28	53.09	17.25	15364.62
98	16318.49	60.94	2.19	16381.62
105	41422.43	75.74	7.81	41505.99
112	8704.21	2306.61	0.22	11011.03
119	2110.30	12087.13	14.41	14211.84
126	20970.41	30.43	72.80	21073.64
133	4219.46	8.41	0.01	4227.88
140	24379.89	147.81	0.65	24528.35
147	9238.23	18.44	0.10	9256.77
154	20243.33	357.46	0.77	20601.56
161	21853.65	275.57	132.37	22263.03
168	17108.85	5.56	264.77	17379.55
175	28998.36	1262.01	41.69	30302.06
182	13228.92	358.34	83.88	13711.15
189	13990.58	38.67	2.69	14031.94
196	5475.81	64.14	0.63	5540.58
203	1192.73	132.36	11.61	1336.69
210	15961.77	187.04	15.29	16168.05
217	15632.26	138.70	40.09	15811.05
224	44216.73	158.03	0.25	44413.00
231	16040.62	170.74	0.26	16211.62
238	1338.73	58.68	83.76	1521.17
245	20594.48	221.18	141.91	20957.57
252	8403.39	18.64	0.13	8422.16
259	8807.20	18141.63	2740.01	29688.84
266	4107.74	40.87	1241.86	5390.47
273	5959.07	42.36	12015.42	18016.85
274	6845.83	0.0	0.0	6845.83
TOTAL	559005.96	49339.36	17027.97	625373.29

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	CTFR EA	TOTAL
14333.49	1265.11	436.61	16035.21

ZONE 6
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	5505.	7351.	302.	68.	13230.
14	924.	1116.	126.	82.	2248.
21	1092.	1118.	94.	42.	2346.
28	1145.	2217.	168.	60.	3590.
35	937.	1704.	166.	69.	2876.
42	979.	1052.	117.	27.	2175.
49	1657.	1697.	164.	52.	3570.
56	961.	699.	191.	35.	1886.
63	893.	1179.	91.	34.	2197.
70	1059.	1397.	178.	34.	2668.
77	985.	835.	168.	36.	2024.
84	1203.	1179.	84.	33.	2499.
91	1475.	1285.	195.	90.	3045.
98	908.	1027.	65.	36.	2036.
105	1382.	1520.	42.	40.	2984.
112	987.	870.	215.	18.	2090.
119	2715.	2207.	172.	21.	5115.
126	1360.	1479.	137.	35.	3011.
133	1190.	1349.	77.	34.	2640.
140	1240.	596.	207.	44.	2487.
147	1002.	823.	41.	54.	1920.
154	1612.	1766.	391.	40.	3809.
161	1686.	3271.	279.	47.	5283.
168	1158.	1440.	157.	25.	2780.
175	1489.	2094.	294.	51.	3928.
182	1332.	1153.	205.	56.	2746.
189	913.	1262.	108.	46.	2329.
196	1362.	1503.	79.	349.	3293.
203	1545.	1913.	111.	42.	3611.
210	1814.	2174.	90.	22.	4100.
217	1463.	1590.	100.	23.	3181.
224	1459.	1800.	92.	31.	3382.
231	1866.	1942.	183.	46.	4037.
238	955.	846.	49.	35.	1885.
245	1486.	1561.	149.	36.	3232.
252	872.	1304.	41.	34.	2251.
259	935.	1329.	78.	29.	2371.
266	3114.	3155.	214.	79.	6562.
273	604.	751.	43.	37.	1435.
274	78.	71.	7.	10.	166.
TOTAL	55336.	64025.	5670.	1987.	127018.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	CTHER BA	TOTAL
1418.87	1641.67	145.38	50.95	3256.87

ZONE 6
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	993.	73.	21.	1087.
14	3024.	359.	26.	3409.
21	4348.	111.	41.	4500.
28	1193.	123.	59.	1375.
35	1224.	171.	40.	1435.
42	837.	82.	59.	978.
49	1035.	193.	22.	1240.
56	1481.	197.	35.	1713.
63	929.	106.	51.	1086.
70	828.	95.	22.	945.
77	1447.	213.	15.	1675.
84	1161.	97.	41.	1299.
91	934.	180.	42.	1156.
98	864.	89.	33.	986.
105	1185.	26.	92.	1303.
112	1472.	38.	30.	1540.
119	1171.	299.	29.	1499.
126	2040.	80.	32.	2152.
133	1235.	166.	25.	1426.
140	1083.	173.	31.	1287.
147	1372.	62.	29.	1463.
154	1249.	193.	32.	1474.
161	3754.	422.	45.	4221.
168	1456.	159.	56.	1671.
175	2523.	291.	66.	2880.
182	2209.	204.	53.	2466.
189	1055.	96.	30.	1181.
196	1635.	135.	45.	1815.
203	1626.	122.	62.	1810.
210	1749.	73.	36.	1858.
217	2078.	69.	339.	2486.
224	1414.	95.	14.	1513.
231	1695.	171.	41.	1907.
238	1389.	65.	39.	1493.
245	1833.	180.	33.	2046.
252	1298.	51.	29.	1378.
259	1421.	66.	31.	1518.
266	1457.	90.	108.	1655.
273	2181.	177.	62.	2420.
274	774.	0.	6.	780.
TOTAL	62652.	5572.	1902.	70126.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
1606.46	142.87	48.77	1798.10

ZONE 6
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	60773.14	2069.16	78.31	62920.61
14	157940.93	315430.41	110.13	4733701.47
21	233387.01	42330.28	58.61	342675.90
28	202325.54	3584.04	451.20	238760.78
35	72469.93	22466.57	2332.81	108269.31
42	203728.54	14455.80	58.21	218286.55
49	170970.83	25265.95	13.26	206571.04
56	282586.13	41361.11	3640.25	327585.49
63	788635.30	16791.02	1804.16	807230.48
70	166586.73	23211.85	1429.10	191227.68
77	161486.55	24361.41	503.80	186351.80
84	67029.27	7133.92	127.43	74310.62
91	202672.53	66710.35	5123.86	304526.74
98	57785.81	12552.15	75.61	70817.61
105	249833.43	185.61	312.11	250332.15
112	179659.50	23787.47	135.29	203582.26
119	454616.81	414524.64	100.09	869241.54
126	45764.38	3135.89	56.34	52956.61
133	161369.75	10104.82	4543.43	236418.00
140	243575.76	29156.74	105.59	273440.09
147	148763.55	10125.71	148.41	159641.67
154	244687.51	24542.15	200.50	369832.80
161	157218.81	124825.86	323.80	282368.47
168	72273.74	17379.02	142.27	90795.03
175	107216.56	97440.58	1668.65	206326.15
182	60524.02	16618.34	125.58	77267.94
189	240187.90	12134.01	10071.62	262393.53
196	310016.63	3365.64	512.63	313898.90
203	469144.33	236184.81	197.67	705526.81
210	352558.85	3180.30	6597.19	362736.38
217	100056.85	2571.63	178.74	103207.22
224	770567.27	15145.50	15.28	789718.05
231	167201.22	8061.76	115.14	175378.12
238	31636.43	1578.50	151.14	33366.07
245	42538.87	2555.17	2843.06	48338.10
252	196478.72	2555.75	55.79	202334.26
259	692832.45	1560.52	133.10	694526.47
266	153282.12	12136.99	27665.13	203084.24
273	189950.45	8258.20	155.56	198402.61
274	12336.05	0.0	81.28	12417.37
TOTAL	8993660.32	182318.11	73372.53	10890770.96

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER EA	TOTAL
230606.67	46762.52	1881.35	279250.54

ZONE 6
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE UN SPECIFIED SHIPMENT	TYPE OF SHIPMENT OTHER SHIPMENT	TOTAL SHIPMENT
7	4615.51	80.90	6.36	4702.77
14	6814.85	12263.38	7.32	19085.55
21	12658.88	235.24	5.03	12899.15
28	5708.57	592.43	10.20	10711.60
35	4037.86	556.40	60.66	5054.93
42	7993.83	803.59	5.77	8806.19
49	5458.83	587.61	1.52	6447.97
56	10316.89	1112.28	83.46	11512.64
63	31305.10	492.33	12.51	31810.94
70	7047.65	612.21	26.82	7696.68
77	4760.46	744.85	36.58	5541.89
84	3358.10	275.79	10.39	3648.28
91	8992.08	4767.73	45.29	13805.10
98	3191.31	371.75	3.42	3566.49
105	12843.53	8.05	16.06	12867.64
112	9911.09	51.48	2.23	10845.80
119	17628.22	16471.34	7.59	34107.16
126	2958.46	76.05	3.77	3038.29
133	6119.44	2556.68	12.65	8690.77
140	7767.43	523.89	2.91	8694.23
147	5324.47	333.57	5.83	5667.87
154	14304.31	860.15	9.14	15173.60
161	6187.65	3348.57	18.73	9554.95
168	2065.09	413.55	5.17	2493.21
175	4456.99	3014.84	9.03	7480.82
182	2350.20	446.02	6.88	2803.11
189	9700.54	773.30	70.78	10549.62
196	9974.13	107.92	7.73	10019.79
203	18853.67	5488.20	5.01	28346.89
210	13506.08	81.91	171.49	13759.48
217	6320.60	483.06	13.41	6817.07
224	28115.34	1334.32	0.72	29500.38
231	7796.94	210.73	7.57	8021.23
238	1781.07	43.96	8.34	1833.36
245	1903.62	101.85	181.57	2187.44
252	7746.63	132.63	7.39	7886.66
259	26539.92	44.80	6.25	26590.96
266	5129.22	1659.75	75.56	6864.54
273	6468.87	277.45	8.42	6754.74
274	652.60	0.00	3.45	656.05
TOTAL	356596.42	68857.98	1003.43	426497.83

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHEF EA	TOTAL
9143.50	1766.61	25.73	10935.84

SUBSUPFAC ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LCCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	5209.	6952.	293.	67.	12501.
14	641.	881.	112.	73.	1707.
21	780.	755.	52.	38.	1625.
28	690.	1705.	153.	56.	2609.
35	612.	1424.	159.	65.	2260.
42	599.	707.	105.	27.	1438.
49	1274.	1386.	129.	49.	2838.
56	719.	513.	185.	33.	1449.
63	457.	605.	65.	34.	1161.
70	799.	1170.	171.	28.	2168.
77	593.	451.	155.	35.	1234.
84	598.	782.	57.	30.	1457.
91	886.	925.	137.	63.	2015.
98	470.	589.	45.	26.	1134.
105	929.	1174.	49.	40.	2183.
112	657.	559.	156.	18.	1470.
119	2271.	1762.	133.	15.	4181.
126	586.	1183.	123.	35.	2332.
133	691.	731.	67.	33.	1522.
140	811.	651.	157.	42.	1661.
147	716.	608.	23.	52.	1405.
154	1330.	1389.	225.	40.	3084.
161	1340.	2783.	264.	47.	4434.
168	647.	762.	143.	24.	1577.
175	1018.	1522.	237.	49.	2926.
182	928.	736.	179.	55.	1898.
189	532.	700.	71.	46.	1349.
196	1064.	1143.	74.	347.	2628.
203	1158.	1423.	105.	38.	2724.
210	1422.	1521.	83.	21.	3047.
217	1114.	1250.	66.	28.	2458.
224	1022.	1088.	73.	30.	2213.
231	1492.	1454.	177.	46.	3209.
238	664.	451.	44.	22.	1221.
245	1221.	1283.	147.	36.	2687.
252	635.	654.	29.	33.	1351.
259	613.	738.	70.	27.	1448.
266	3016.	2992.	210.	77.	6295.
273	388.	526.	38.	20.	972.
274	58.	45.	7.	10.	124.
TOTAL	41039.	48182.	4913.	1855.	55995.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	CTHER BA	TOTAL
1052.28	1235.44	126.13	47.56	2461.41

SUBSUFAC ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	742.	68.	20.	830.
14	2787.	345.	25.	3157.
21	4028.	68.	34.	4130.
28	825.	117.	54.	996.
35	835.	163.	37.	1035.
42	560.	69.	32.	661.
49	736.	149.	22.	907.
56	1117.	139.	32.	1338.
63	578.	82.	50.	710.
70	556.	84.	13.	653.
77	1075.	206.	12.	1293.
84	823.	65.	41.	929.
91	527.	127.	41.	695.
98	386.	72.	24.	482.
105	864.	22.	61.	947.
112	1141.	25.	29.	1195.
119	824.	287.	29.	1140.
126	1695.	51.	27.	1773.
133	967.	160.	25.	1152.
140	638.	141.	30.	809.
147	921.	26.	29.	976.
154	872.	184.	30.	1086.
161	3339.	347.	45.	3731.
168	909.	153.	55.	1117.
175	1989.	249.	65.	2303.
182	1709.	158.	52.	1919.
189	651.	157.	29.	737.
196	1083.	121.	43.	1247.
203	1134.	115.	58.	1307.
210	1174.	65.	35.	1274.
217	1541.	62.	338.	1941.
224	819.	43.	14.	876.
231	1162.	167.	41.	1370.
238	1089.	59.	35.	1187.
245	1440.	175.	25.	1640.
252	1014.	46.	28.	1088.
259	745.	54.	25.	824.
266	990.	82.	104.	1176.
273	1911.	173.	62.	2146.
274	762.	0.	5.	767.
TOTAL	46958.	4826.	1785.	53569.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER EA	TOTAL
1204.05	123.74	45.77	1373.56

SUBSUPFAC ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	3111.89	1695.60	78.31	9885.80
14	147574.57	314911.50	110.13	462596.20
21	164452.03	2000.16	47.11	166499.30
28	122106.39	25703.28	200.80	168012.47
35	18858.17	2222.71	2224.06	53514.94
42	23931.90	6022.24	12.85	30083.99
49	8184.25	34616.57	13.26	42814.08
56	185855.40	3895.18	3638.25	232486.83
63	723643.49	14691.38	174.16	738509.03
70	11120.35	18310.17	1429.10	30859.62
77	16533.89	24214.99	242.80	41091.68
84	14338.41	6629.22	127.43	21095.06
91	99010.40	28433.59	5123.66	132567.65
98	36509.52	10815.62	75.61	47464.75
105	66124.07	163.10	203.92	66511.09
112	77421.73	23583.05	135.24	101142.02
119	282100.31	402840.54	100.09	786049.34
126	13913.18	3020.85	50.74	21997.77
133	108765.31	69942.94	4943.43	183651.68
140	15638.84	26675.62	45.59	42368.05
147	125433.35	1271.69	146.41	126853.41
154	279939.09	23868.59	202.13	304009.81
161	139137.82	18742.31	333.80	158213.93
168	42981.79	17376.78	142.27	60502.84
175	63460.29	9545.72	138.65	156058.66
182	31791.67	13133.46	124.80	45051.93
189	219398.04	4851.98	10071.62	234321.64
196	155772.33	1313.62	10.03	157595.98
203	356109.79	236088.22	191.19	592389.20
210	186915.62	2093.54	6597.19	197012.76
217	43697.93	2882.79	177.74	51758.46
224	614376.50	2921.81	5.28	617306.59
231	85536.51	803.81	115.14	93682.46
238	15807.38	1450.26	151.14	21408.78
245	35432.75	2933.42	2669.78	41037.95
252	181958.95	5441.01	99.79	187499.75
259	504401.30	1511.72	131.33	506044.35
266	42344.71	10496.53	5202.88	57954.12
273	56314.18	8234.06	195.56	64744.20
274	11694.29	0.0	61.08	11755.37
TOTAL	5462753.40	1554733.35	46514.75	7064403.54

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER EA	TOTAL
140070.60	35865.01	1202.94	181138.55

SUBSUFAC ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIFMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	409.34	70.55	6.36	486.25
14	6067.84	12237.46	7.32	18312.61
21	6776.16	100.46	3.94	6880.56
28	5291.38	980.69	5.57	6283.64
35	788.25	944.51	58.59	1791.35
42	963.16	187.83	4.87	1155.87
49	280.19	844.83	1.52	1126.55
56	6982.90	1000.46	83.30	8132.66
63	27761.15	364.84	10.17	28136.16
70	474.07	440.55	36.82	957.44
77	421.74	730.96	32.48	1191.18
84	425.90	237.61	10.39	693.90
91	3159.91	771.35	45.27	3976.52
98	1486.47	307.41	3.42	1797.30
105	2615.62	7.92	5.40	2632.94
112	2678.88	324.83	3.22	3606.93
119	13751.72	15877.34	7.59	29636.66
126	1448.86	68.84	2.51	1521.21
133	4020.07	2555.57	12.65	6588.29
140	478.30	719.06	2.73	1200.10
147	4530.65	28.33	5.83	4568.81
154	11572.52	807.74	9.11	12389.36
161	5397.02	637.13	18.73	6052.88
168	1200.75	418.92	9.17	1628.84
175	2552.14	2555.03	5.70	5516.87
182	1275.70	351.48	6.86	1634.05
189	8573.62	125.60	70.78	8770.20
196	5789.28	63.34	7.67	5860.29
203	14203.66	9475.52	4.81	23688.00
210	6608.47	77.24	171.49	6857.20
217	1895.00	477.78	13.38	2381.16
224	22417.14	139.51	0.72	22585.37
231	2798.69	215.16	7.57	3021.42
238	897.34	42.98	8.34	948.85
245	1381.87	100.10	181.35	1663.32
252	8956.37	124.47	7.39	7088.23
259	19347.21	43.21	6.04	19396.46
266	1437.22	260.05	29.72	1732.99
273	1752.10	216.42	8.42	1986.94
274	598.63	0.00	2.35	600.98
TOTAL	207414.47	56141.28	928.57	264484.32

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
5318.32	1439.52	23.81	6781.65

NTC ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	139.	312.	7.	0.	458.
14	65.	118.	4.	3.	190.
21	78.	171.	3.	0.	257.
28	238.	330.	8.	1.	577.
35	85.	157.	4.	0.	246.
42	109.	116.	8.	0.	233.
49	116.	179.	1.	1.	297.
56	89.	69.	2.	2.	162.
63	114.	261.	9.	0.	384.
70	39.	83.	5.	1.	128.
77	78.	114.	5.	0.	197.
84	233.	155.	3.	0.	391.
91	268.	232.	5.	0.	500.
98	228.	297.	13.	9.	547.
105	226.	151.	1.	0.	378.
112	136.	150.	6.	0.	292.
119	188.	265.	12.	1.	466.
126	66.	58.	4.	0.	168.
133	145.	321.	4.	1.	471.
140	51.	91.	19.	1.	152.
147	42.	59.	2.	0.	103.
154	100.	228.	64.	0.	392.
161	85.	254.	11.	0.	350.
168	131.	275.	6.	1.	413.
175	106.	206.	3.	0.	320.
182	167.	148.	19.	0.	334.
189	115.	321.	23.	0.	464.
196	144.	304.	4.	0.	552.
203	101.	282.	4.	4.	391.
210	108.	287.	2.	0.	397.
217	72.	156.	24.	0.	232.
224	143.	515.	17.	0.	675.
231	61.	214.	3.	0.	278.
238	63.	144.	1.	0.	208.
245	68.	143.	0.	0.	211.
252	87.	415.	6.	1.	509.
259	190.	447.	4.	1.	642.
266	32.	61.	3.	1.	97.
273	18.	53.	1.	0.	72.
274	0.	2.	0.	0.	2.
TOTAL	4524.	8054.	380.	28.	12986.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
116.00	206.51	9.74	0.72	332.97

NTC ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LCCAL SHIPMENT	ISSUE INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	156.	2.	0.	158.
14	142.	5.	0.	147.
21	157.	10.	0.	167.
28	247.	3.	0.	250.
35	209.	5.	1.	215.
42	126.	6.	3.	135.
49	164.	4.	0.	168.
56	133.	1.	1.	135.
63	219.	10.	1.	230.
70	125.	8.	0.	133.
77	120.	2.	2.	124.
84	141.	6.	0.	147.
91	205.	46.	0.	251.
98	245.	11.	8.	264.
105	153.	3.	1.	157.
112	170.	0.	1.	171.
119	181.	8.	0.	189.
126	164.	3.	0.	167.
133	109.	1.	0.	110.
140	249.	10.	0.	259.
147	151.	21.	0.	172.
154	199.	6.	1.	206.
161	149.	69.	0.	218.
168	367.	2.	0.	369.
175	207.	6.	1.	214.
182	171.	22.	0.	193.
189	223.	30.	0.	253.
196	246.	10.	1.	257.
203	240.	6.	2.	248.
210	314.	4.	1.	319.
217	286.	1.	0.	287.
224	406.	34.	0.	440.
231	280.	2.	0.	282.
238	146.	1.	0.	147.
245	203.	4.	0.	207.
252	136.	1.	1.	138.
259	549.	6.	1.	556.
266	254.	4.	2.	260.
273	101.	2.	0.	103.
274	3.	0.	0.	3.
TOTAL	8046.	375.	28.	8449.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER EA	TOTAL
206.31	9.62	0.72	216.64

NTC ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	51733.12	373.56	0.0	52106.68
14	9966.52	646.80	0.0	10615.32
21	171268.11	1540.80	0.0	172808.91
28	61628.74	278.00	0.0	61906.74
35	34613.94	52.57	0.0	34666.51
42	178022.48	8259.50	0.0	186281.98
49	161520.71	530.37	0.0	162051.08
56	82102.64	2349.00	0.0	84451.64
63	64152.39	2061.72	1630.00	67864.11
70	154173.68	4501.31	0.0	159071.99
77	142087.88	0.0	1.00	142088.88
84	15868.17	126.88	0.0	15997.05
91	70958.85	30749.56	0.0	101718.41
98	16976.14	1587.24	0.0	18563.38
105	235295.25	3.15	0.0	235298.40
112	101566.38	0.0	0.05	101566.43
119	23359.07	3658.40	0.0	27017.47
126	12893.05	6.53	0.0	12899.58
133	10603.42	0.0	0.0	10603.42
140	130000.70	2354.17	0.0	132354.87
147	18393.52	5435.57	0.0	23829.09
154	62804.64	1320.24	0.37	64125.25
161	2060.38	106078.51	0.0	108138.89
168	27393.55	0.0	0.0	27393.55
175	7739.59	5.00	1530.00	9274.59
182	1372.31	3465.77	0.0	4838.08
189	18554.61	7275.81	0.0	25830.42
196	152317.53	2053.28	0.0	154370.81
203	49775.40	84.59	0.0	49860.00
210	90904.24	67.24	0.0	90971.48
217	45899.51	2.89	0.0	45902.40
224	152638.82	16189.88	0.0	168828.70
231	49384.19	2.95	0.0	49387.14
238	10560.43	0.0	0.0	10560.43
245	5466.32	17.25	0.0	5483.57
252	12722.18	8.00	0.0	12730.18
259	154650.13	10.00	0.0	154660.13
266	109312.83	11702.25	22462.00	143477.08
273	132874.00	22.00	0.0	132896.00
274	638.30	0.0	0.0	638.30
TOTAL	2838258.24	217401.59	25623.42	3081283.25

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAG	BA BLK	CTH	CA	TOTAL
72775.85	5574.40	657.01		79007.26

NTC ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	CTHER SHIPMENT	TOTAL SHIPMENT
7	4169.02	10.36	0.0	4179.38
14	724.55	20.72	0.0	745.27
21	5799.76	106.40	0.0	5906.16
28	3992.73	5.70	0.0	3998.43
35	2454.77	11.10	0.0	2465.87
42	6938.00	613.86	0.0	7551.86
49	5108.01	119.71	0.0	5227.73
56	2921.00	45.24	0.0	2966.24
63	3474.11	125.40	3.34	3602.86
70	6534.91	163.64	0.0	6700.55
77	4238.18	0.0	0.10	4238.28
84	1665.22	9.47	0.0	1674.69
91	4505.72	2434.89	0.0	7000.61
98	1546.19	63.24	0.0	1609.43
105	8452.37	0.10	0.0	8452.47
112	7199.85	0.0	0.01	7199.86
119	2032.88	253.19	0.0	2326.07
126	774.00	0.26	0.0	774.26
133	360.95	0.0	0.0	360.95
140	3586.00	178.20	0.0	3764.20
147	627.46	304.08	0.0	931.54
154	2598.25	51.17	0.03	2649.45
161	146.43	2711.17	0.0	2857.60
168	744.89	0.0	0.0	744.89
175	357.49	0.15	3.33	360.97
182	31.22	90.68	0.0	121.91
189	914.93	62.27	0.0	1567.20
196	4067.93	44.48	0.0	4112.41
203	1409.01	8.09	0.0	1417.10
210	3970.44	4.18	0.0	3974.62
217	4239.39	0.15	0.0	4239.55
224	5542.38	1213.29	0.0	6755.67
231	3691.87	0.07	0.0	3691.94
238	823.42	0.0	0.0	823.42
245	454.09	1.55	0.0	455.64
252	610.44	0.56	0.0	610.99
259	5876.47	0.56	0.0	5877.03
266	3433.91	1333.05	45.83	4872.79
273	4737.52	1.02	0.0	4738.54
274	53.62	0.0	0.0	53.62
TOTAL	120809.40	10736.98	52.64	131599.02

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	CTHER EA	TOTAL
3097.68	275.31	1.35	3374.33

POINT LOMA ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	48.	56.	1.	1.	106.
14	81.	56.	3.	6.	146.
21	121.	126.	3.	4.	254.
28	122.	123.	2.	1.	258.
35	134.	81.	2.	4.	221.
42	185.	158.	3.	0.	344.
49	188.	109.	2.	2.	301.
56	108.	14.	0.	0.	182.
63	236.	259.	11.	0.	506.
70	109.	56.	1.	0.	206.
77	177.	153.	4.	1.	375.
84	210.	210.	1.	0.	421.
91	192.	87.	3.	27.	309.
98	120.	84.	1.	0.	205.
105	149.	171.	1.	0.	321.
112	86.	63.	2.	0.	151.
119	187.	147.	24.	4.	362.
126	161.	132.	3.	0.	296.
133	216.	220.	5.	0.	441.
140	197.	192.	3.	0.	392.
147	118.	128.	2.	0.	248.
154	137.	123.	1.	0.	261.
161	201.	154.	1.	0.	356.
168	268.	267.	4.	0.	539.
175	161.	185.	0.	2.	348.
182	195.	236.	5.	1.	437.
189	186.	210.	8.	0.	404.
196	97.	94.	1.	0.	192.
203	114.	109.	2.	0.	225.
210	108.	200.	3.	0.	311.
217	192.	150.	4.	0.	346.
224	150.	116.	2.	0.	268.
231	147.	131.	3.	0.	281.
238	134.	157.	4.	13.	308.
245	138.	121.	1.	0.	260.
252	114.	207.	6.	0.	327.
259	102.	112.	4.	0.	218.
266	18.	51.	0.	0.	69.
273	150.	135.	4.	17.	306.
274	17.	20.	0.	0.	37.
TOTAL	5774.	5551.	130.	83.	11538.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT EA	EA9	BA BLK	OTHER EA	TOTAL
148.05	142.33	3.23	2.13	295.85

POINT LOMA ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED LCCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	53.	2.	0.	55.
14	31.	2.	1.	34.
21	106.	2.	7.	115.
28	66.	3.	4.	73.
35	98.	2.	0.	100.
42	108.	6.	4.	118.
49	112.	1.	0.	113.
56	171.	1.	2.	174.
63	79.	9.	0.	88.
70	82.	2.	0.	84.
77	221.	1.	0.	222.
84	125.	3.	0.	128.
91	161.	2.	1.	164.
98	172.	3.	0.	175.
105	138.	1.	27.	166.
112	135.	2.	0.	137.
119	98.	1.	0.	99.
126	163.	24.	4.	191.
133	95.	4.	0.	99.
140	141.	4.	0.	145.
147	224.	3.	0.	227.
154	141.	2.	0.	143.
161	177.	0.	0.	177.
168	143.	1.	0.	144.
175	193.	4.	0.	197.
182	262.	3.	1.	266.
189	146.	6.	1.	153.
196	265.	3.	1.	269.
203	142.	1.	0.	143.
210	111.	2.	0.	113.
217	176.	6.	0.	182.
224	107.	3.	0.	110.
231	176.	2.	0.	178.
238	98.	4.	0.	102.
245	135.	1.	7.	143.
252	121.	3.	0.	124.
259	84.	6.	5.	95.
266	189.	3.	1.	193.
273	130.	2.	0.	132.
274	2.	0.	0.	2.
TOTAL	5377.	130.	56.	5573.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER LA	TOTAL
137.87	3.33	1.69	142.89

POINT LOMA ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE UNSPECIFIED SHIPMENT	OF CTHER SHIPMENT	TOTAL SHIPMENT
7	336.58	0.0	0.0	336.58
14	284.84	75.50	0.0	340.34
21	1679.94	3.89	11.50	1701.33
28	8190.61	0.76	0.40	8191.77
35	19802.74	75.00	0.0	19877.74
42	1457.55	128.06	25.36	1610.97
49	1237.41	0.36	0.0	1237.77
56	10425.19	1.00	2.00	10428.19
63	516.67	0.49	0.0	517.16
70	1097.56	0.37	0.0	1097.93
77	2726.14	4.32	0.0	2730.46
84	32653.72	40.19	0.0	32693.91
91	32642.02	37502.00	0.20	70144.22
98	4171.03	66.85	0.0	4257.88
105	47736.74	0.36	108.19	47845.29
112	613.91	4.12	0.0	618.03
119	48032.54	8000.00	0.0	56032.54
126	17429.58	34.95	5.60	17470.13
133	41591.05	141.88	0.0	41732.93
140	97403.94	281.59	0.0	97685.53
147	4827.60	3.24	0.0	4832.84
154	1718.46	48.00	0.0	1766.46
161	15918.38	0.0	0.0	15918.38
168	2122.58	0.24	0.0	2122.82
175	35958.97	555.20	0.0	36918.17
182	25070.63	0.75	0.78	25072.16
189	1559.61	2.14	0.0	1561.75
196	1831.79	1.00	2.60	1835.39
203	57560.38	12.00	0.0	57572.38
210	73494.42	5.19	0.0	73504.21
217	5226.87	85.55	0.0	5312.82
224	1997.75	16.89	0.0	2014.64
231	31750.30	28.00	0.0	31778.80
238	743.03	128.24	0.0	871.27
245	1439.71	3.50	136.28	1579.49
252	1751.20	305.60	0.0	2057.80
259	33218.38	39.20	1.77	33259.85
266	1610.37	28.21	0.25	1638.83
273	682.28	0.14	0.0	682.42
274	3.50	0.0	0.0	3.50
TOTAL	668496.97	48662.78	254.93	716854.68

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHER BA	TOTAL
17140.95	1232.38	7.56	18380.89

POINT LOMA ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	23.17	0.0	0.0	23.17
14	13.16	3.55	0.0	16.71
21	57.94	J.45	1.08	59.47
28	315.19	J.04	C.04	315.27
35	763.85	J.77	0.0	764.62
42	54.86	6.65	0.90	62.41
49	63.88	J.02	C.0	63.90
56	399.53	0.10	0.16	399.80
63	16.33	0.06	0.0	16.39
70	26.89	J.02	0.0	26.91
77	97.27	J.29	0.0	97.56
84	1236.96	1.33	C.0	1238.30
91	1324.55	150 J.20	0.02	2824.77
98	150.32	1.06	0.0	151.38
105	1748.89	C.04	6.66	1755.58
112	28.68	0.18	0.0	28.85
119	1834.17	30 J.00	0.0	2134.17
126	713.31	1.52	C.26	721.00
133	1716.54	2.86	0.0	1719.40
140	3681.33	3.47	0.0	3686.80
147	151.50	J.09	0.0	151.59
154	120.11	1.20	0.0	121.31
161	638.94	J.0	C.0	638.94
168	86.15	0.02	C.0	86.17
175	1339.45	22.76	0.0	1362.21
182	955.21	J.10	C.02	955.33
189	188.52	J.22	0.0	188.74
196	43.45	0.03	0.06	43.54
203	2275.36	0.58	C.0	2275.95
210	2773.71	0.39	0.0	2774.10
217	174.28	5.14	C.0	179.42
224	115.18	0.56	0.0	116.15
231	1286.24	1.50	0.0	1287.74
238	40.91	J.56	C.0	41.88
245	56.42	J.21	0.48	57.11
252	177.05	7.54	C.0	184.59
259	1294.47	1.02	C.21	1295.70
266	257.10	J.65	0.01	257.77
273	22.77	0.01	C.0	22.78
274	0.35	0.0	0.0	0.35
TOTAL	26269.51	1860.41	9.91	28147.83

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
673.58	47.91	0.25	721.74

ZONE 7
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	670.	571.	29.	7.	1277.
14	916.	1004.	87.	14.	2021.
21	1448.	1115.	28.	9.	2593.
28	673.	699.	14.	11.	1397.
35	754.	595.	37.	5.	1431.
42	1118.	1009.	20.	37.	2184.
49	671.	636.	29.	23.	1359.
56	715.	735.	33.	29.	1512.
63	826.	697.	28.	24.	1575.
70	955.	815.	21.	11.	1802.
77	676.	666.	35.	20.	1397.
84	1022.	861.	67.	13.	1963.
91	879.	622.	35.	24.	1560.
98	980.	844.	93.	17.	1934.
105	828.	864.	25.	6.	1723.
112	913.	730.	90.	7.	1740.
119	799.	660.	112.	38.	1609.
126	847.	726.	101.	6.	1680.
133	1029.	634.	97.	1.	1761.
140	852.	691.	115.	6.	1664.
147	577.	490.	85.	6.	1158.
154	1099.	830.	111.	10.	2050.
161	942.	782.	118.	20.	1862.
168	1323.	1059.	102.	6.	2490.
175	912.	753.	102.	9.	1776.
182	603.	383.	77.	2.	1065.
189	712.	643.	16.	9.	1380.
196	779.	830.	25.	17.	1651.
203	875.	1103.	31.	11.	2020.
210	828.	641.	18.	2.	1489.
217	864.	884.	17.	7.	1772.
224	992.	941.	27.	10.	1970.
231	887.	817.	23.	5.	1732.
238	1027.	830.	46.	5.	1908.
245	641.	373.	21.	17.	1052.
252	786.	759.	29.	19.	1593.
259	828.	628.	37.	8.	1501.
266	741.	525.	9.	3.	1278.
273	664.	638.	14.	10.	1326.
274	73.	100.	3.	0.	176.
TOTAL	33764.	29181.	2007.	484.	65436.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
865.74	748.23	51.46	12.41	1677.85

ZONE 7
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LCCAL SHIPMENT	ISSUE UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL SHIPMENT
7	434.	26.	4.	464.
14	539.	49.	2.	590.
21	684.	53.	21.	758.
28	881.	21.	9.	911.
35	618.	27.	4.	649.
42	890.	33.	4.	927.
49	768.	26.	3.	797.
56	808.	19.	14.	841.
63	663.	29.	17.	709.
70	779.	27.	56.	862.
77	689.	22.	17.	728.
84	805.	23.	11.	839.
91	634.	74.	14.	722.
98	741.	87.	13.	841.
105	796.	26.	26.	848.
112	739.	12.	20.	771.
119	766.	195.	7.	968.
126	821.	96.	24.	941.
133	741.	89.	18.	848.
140	613.	115.	2.	730.
147	516.	94.	0.	610.
154	654.	106.	3.	768.
161	672.	104.	12.	788.
168	810.	77.	12.	899.
175	1231.	153.	15.	1399.
182	869.	92.	13.	974.
189	560.	7.	7.	574.
196	456.	11.	15.	482.
203	698.	28.	10.	736.
210	927.	31.	14.	972.
217	1062.	16.	14.	1092.
224	723.	20.	8.	751.
231	778.	19.	4.	801.
238	870.	57.	8.	935.
245	843.	30.	4.	877.
252	708.	20.	5.	733.
259	486.	28.	23.	537.
266	748.	20.	6.	774.
273	657.	26.	4.	687.
274	56.	0.	1.	97.
TOTAL	28773.	1988.	469.	31230.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHER BA	TOTAL
737.77	50.97	12.03	800.77

JUNE 7
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	29749.94	1956.61	7.15	31713.70
14	29791.34	2877.11	0.00	32668.45
21	41967.48	5123.15	81.80	47175.43
28	86322.25	1284.91	27.36	87634.52
35	60477.82	1471.77	7.68	61957.27
42	62303.24	3731.92	5.99	66543.15
49	55964.86	1858.67	12.20	61835.75
56	58416.23	406.48	40.71	58863.42
63	276484.81	1558.33	82.00	278125.14
70	62134.37	2055.08	133.04	65366.49
77	42188.66	7743.70	83.91	50021.27
84	80874.44	1305.63	156.19	82336.26
91	64521.59	4631.02	179.39	69334.00
98	100085.74	5124.74	57.68	105268.36
105	37237.82	1072.15	411.92	38721.90
112	37209.71	52.00	205.57	37511.28
119	52708.65	37422.67	13.79	90145.11
126	80272.35	10528.28	14.48	90815.15
133	18194.41	9687.35	134.08	28015.84
140	32485.89	15345.47	0.00	51831.36
147	34463.44	10202.44	0.00	64665.88
154	38846.83	23005.01	2.00	61854.84
161	270266.31	18056.55	20.66	288343.76
168	58554.60	14617.65	4.28	73176.53
175	34423.50	18663.85	25.37	53314.72
182	25923.16	40385.32	36.72	66309.20
189	64610.33	10.36	6.80	64627.49
196	37263.05	582.12	43.34	38288.55
203	67968.80	1300.22	422.28	69691.30
210	68661.25	1434.14	570.37	70665.76
217	50087.08	645.65	53.56	50826.29
224	65025.94	358.66	15.99	65404.59
231	60740.04	1451.22	63.88	62259.14
238	86440.30	5255.83	20.04	91696.17
245	36679.78	5523.85	4.71	37208.34
252	55527.05	2528.58	75.00	58531.07
259	48649.38	1232.14	15.70	49897.22
266	69700.57	1594.78	11.24	71706.59
273	58868.92	305.13	7.76	59185.81
274	11281.19	0.00	0.00	11281.19
TOTAL	2558873.27	268901.98	3085.04	2830860.29

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHEE	EA	TOTAL
65612.14	6894.92	75.10		72586.16

ZONE 7
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	1024.85	50.39	0.57	1075.81
14	880.55	81.73	0.0	962.28
21	1673.78	371.57	8.36	2054.11
28	4406.26	371.75	1.70	4445.71
35	2725.77	45.25	0.45	2771.47
42	2496.57	55.12	0.32	2596.41
49	2557.67	43.12	0.93	2601.72
56	1792.73	20.25	9.25	1822.23
63	11294.53	57.51	4.27	11356.31
70	3337.14	50.23	7.23	3387.60
77	1601.82	154.76	3.53	1759.41
84	3424.18	80.22	4.44	3508.85
91	3037.04	233.51	4.70	3275.24
98	4377.46	167.02	1.46	4545.94
105	1780.69	58.83	16.56	1856.48
112	2115.77	4.48	8.18	2128.44
119	2835.73	514.00	1.08	3370.81
126	3795.74	284.47	1.24	4081.45
133	1383.42	267.11	16.57	1667.10
140	1778.05	352.69	0.0	2176.74
147	2573.05	617.56	0.0	3184.02
154	1826.07	611.56	0.08	2457.71
161	11533.67	502.04	2.76	12038.47
168	3233.32	453.52	0.17	3695.41
175	1777.56	648.43	2.52	2428.51
182	1451.73	680.84	2.43	2135.00
189	3346.83	1.05	0.45	3348.34
196	1594.56	118.22	1.89	1914.67
203	3757.45	50.16	13.32	3820.92
210	3235.86	59.32	12.73	3287.91
217	2556.98	11.51	3.33	2592.23
224	2577.11	15.85	1.05	2594.01
231	3751.44	67.43	5.44	3828.31
238	4461.85	94.80	0.85	4557.51
245	1499.46	29.45	0.34	1529.27
252	2230.92	69.55	4.61	2305.48
259	2287.65	82.64	2.88	2373.17
266	3058.82	15.15	0.74	3135.31
273	3216.29	20.38	0.46	3237.13
274	289.76	0.0	0.0	289.76
TOTAL	118579.55	7514.40	151.29	126645.28

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER EA	TOTAL
3040.50	202.93	3.88	3247.31

NAS MIRAMAR ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL REQUISITIONS
7	591.	441.	7.	4.	1043.
14	801.	656.	10.	4.	1471.
21	1342.	931.	10.	1.	2284.
28	570.	446.	6.	5.	1027.
35	743.	523.	6.	1.	1283.
42	952.	650.	12.	7.	1621.
49	589.	450.	8.	2.	1049.
56	622.	479.	14.	14.	1129.
63	769.	525.	17.	22.	1333.
70	767.	542.	3.	8.	1326.
77	501.	256.	7.	5.	809.
84	921.	649.	22.	6.	1558.
91	808.	556.	11.	8.	1383.
98	846.	644.	72.	1.	1563.
105	703.	592.	19.	2.	1316.
112	747.	459.	69.	2.	1277.
119	721.	492.	66.	31.	1310.
126	724.	463.	57.	2.	1246.
133	889.	428.	44.	0.	1371.
140	719.	480.	56.	0.	1255.
147	502.	318.	39.	0.	859.
154	1034.	635.	61.	1.	1731.
161	798.	543.	44.	9.	1294.
168	1233.	946.	50.	1.	2230.
175	815.	508.	47.	3.	1373.
182	546.	322.	73.	1.	952.
189	658.	506.	13.	3.	1180.
196	642.	503.	11.	9.	1165.
203	784.	743.	20.	8.	1555.
210	755.	523.	16.	0.	1294.
217	714.	503.	10.	2.	1229.
224	920.	682.	20.	1.	1623.
231	756.	574.	12.	3.	1385.
238	935.	536.	41.	1.	1513.
245	589.	303.	17.	13.	922.
252	627.	369.	15.	3.	1016.
259	769.	471.	31.	2.	1273.
266	654.	424.	7.	1.	1096.
273	530.	329.	8.	10.	877.
274	67.	50.	3.	0.	120.
TOTAL	29693.	20530.	1064.	196.	51483.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
761.36	526.41	27.28	5.03	1320.08

NAS MIRAMAR ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	ISSUE INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	318.	10.	4.	332.
14	407.	9.	1.	417.
21	539.	8.	9.	556.
28	572.	4.	1.	577.
35	439.	8.	2.	449.
42	701.	10.	1.	712.
49	567.	5.	2.	578.
56	586.	5.	1.	592.
63	480.	20.	8.	508.
70	559.	8.	27.	594.
77	512.	3.	13.	528.
84	463.	10.	2.	475.
91	383.	12.	8.	403.
98	508.	7.	3.	583.
105	655.	22.	15.	692.
112	592.	8.	2.	602.
119	487.	128.	1.	616.
126	525.	55.	21.	601.
133	518.	43.	11.	572.
140	435.	55.	0.	460.
147	365.	39.	0.	404.
154	457.	51.	0.	508.
161	433.	58.	2.	493.
168	585.	43.	1.	629.
175	973.	61.	6.	1040.
182	752.	73.	3.	828.
189	382.	7.	2.	391.
196	340.	7.	6.	353.
203	592.	10.	1.	603.
210	609.	21.	1.	631.
217	705.	11.	14.	730.
224	483.	11.	4.	498.
231	484.	8.	1.	493.
238	586.	52.	0.	638.
245	624.	25.	0.	649.
252	472.	15.	2.	493.
259	366.	21.	15.	402.
266	424.	14.	2.	440.
273	446.	18.	0.	464.
274	87.	0.	1.	88.
TOTAL	20381.	1048.	153.	21622.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:
 BA9 22.59 BA BLK 26.87 OTHER LA 4.95 TOTAL 554.41

NAS MIRAMAR ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	11122.43	365.05	7.15	11494.63
14	21163.22	5.00	0.00	21168.22
21	31731.18	178.85	35.50	31943.53
28	47277.74	53.22	6.80	47344.76
35	20328.49	101.37	0.00	20432.86
42	33191.67	1712.55	0.00	34904.22
49	23202.68	750.17	12.20	23965.05
56	40961.69	7.86	4.33	40973.88
63	245976.16	386.02	52.00	246414.18
70	25269.82	1419.73	33.29	26728.84
77	33416.45	7241.56	22.15	40680.16
84	42117.73	323.01	152.58	42598.32
91	24176.95	1063.76	177.42	25424.13
98	64602.31	4852.06	1.85	69456.22
105	25829.58	1063.09	50.55	27232.62
112	13861.41	80.00	129.32	14055.73
119	22113.73	23556.41	6.82	55676.96
126	27303.24	9351.39	13.29	36667.92
133	3500.90	6047.56	71.36	9619.82
140	7217.16	17201.85	0.00	24419.01
147	8302.75	15672.69	0.00	27975.44
154	28072.06	12312.59	0.00	41984.65
161	221339.94	8588.31	13.85	239992.00
168	34730.64	6824.58	0.00	41555.62
175	24130.06	7802.69	2.52	31935.27
182	18420.41	11631.21	22.65	30074.27
189	26601.00	10.36	0.00	26611.36
196	26937.16	440.44	34.14	27461.74
203	25353.76	553.84	3.68	25911.28
210	40712.72	1303.00	0.00	42015.72
217	21294.56	566.08	53.56	21954.20
224	38191.32	114.73	12.99	38319.04
231	19646.03	129.23	20.00	19795.26
238	52367.92	5143.89	0.00	58011.81
245	19351.85	500.75	0.00	19852.60
252	24811.38	2555.50	13.00	27749.88
259	35872.83	753.36	10.00	36636.19
266	27942.98	1053.56	9.66	29046.60
273	31169.88	210.03	0.00	31395.91
274	11279.60	0.00	0.00	11279.60
TOTAL	1511494.39	167560.05	1359.06	1680813.50

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
38756.27	4306.67	34.85	43097.79

NAS MIRAMAR ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE UNSPECIFIED SHIPMENT	BY TYPE OF SHIPMENT CTHER SHIPMENT	TOTAL SHIPMENT
7	492.43	11.03	0.57	504.03
14	647.00	1.33	0.0	648.33
21	1061.09	6.35	4.29	1071.73
28	1371.10	1.65	0.33	1373.08
35	601.65	6.36	0.0	610.05
42	1102.27	47.49	0.0	1149.76
49	682.66	15.30	0.93	699.09
56	1104.74	2.26	0.32	1107.32
63	9166.54	15.54	3.27	9185.35
70	763.92	11.10	1.73	776.74
77	1015.96	175.84	1.30	1194.10
84	1902.60	5.71	4.33	1916.64
91	731.60	25.61	4.57	765.78
98	2428.58	155.54	0.21	2564.34
105	843.92	58.43	15.39	917.74
112	588.66	3.45	3.23	595.55
119	1098.21	827.42	0.55	1836.18
126	976.92	245.38	1.17	1223.47
133	310.39	157.10	6.49	473.99
140	330.09	337.25	0.0	667.34
147	623.18	366.77	0.0	983.96
154	800.55	344.56	0.0	1145.21
161	8828.51	613.26	2.52	9049.29
168	1421.14	209.00	0.0	1630.15
175	1163.12	365.17	0.10	1533.40
182	913.31	285.73	1.71	1200.75
189	1151.10	1.05	0.0	1152.15
196	1226.25	103.83	1.39	1331.48
203	1096.75	5.35	0.28	1010.43
210	1586.73	34.55	0.0	1621.27
217	900.93	28.52	3.33	933.18
224	1488.52	4.44	0.77	1493.74
231	716.41	11.03	5.00	732.44
238	2044.43	52.08	0.0	2136.50
245	671.46	24.19	0.0	695.65
252	836.19	67.60	0.96	906.75
259	1024.20	11.71	2.50	1058.41
266	890.02	44.17	0.63	934.83
273	1212.37	5.71	0.0	1222.08
274	289.62	0.0	0.0	289.62
TOTAL	55930.69	4367.49	67.90	60366.08

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA5	EA BLK	CTHER EA	TOTAL
1434.12	111.99	1.14	1547.85

NRMC SAN DIEGO
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	12.	22.	2.	0.	36.
14	72.	312.	7.	0.	381.
21	62.	128.	0.	0.	190.
28	72.	203.	2.	0.	277.
35	4.	10.	3.	0.	20.
42	124.	327.	5.	0.	456.
49	37.	164.	3.	0.	204.
56	36.	213.	4.	0.	253.
63	42.	147.	1.	0.	190.
70	123.	111.	3.	0.	237.
77	109.	308.	11.	0.	428.
84	60.	192.	5.	0.	247.
91	16.	28.	3.	0.	44.
98	100.	171.	7.	0.	278.
105	82.	220.	3.	0.	305.
112	115.	239.	2.	0.	356.
119	28.	115.	3.	0.	146.
126	74.	201.	0.	0.	275.
133	102.	148.	11.	0.	261.
140	90.	178.	17.	0.	285.
147	45.	157.	7.	1.	210.
154	36.	174.	20.	0.	230.
161	93.	196.	43.	0.	332.
168	33.	45.	33.	0.	111.
175	74.	208.	23.	0.	310.
182	3.	5.	0.	0.	8.
189	7.	70.	1.	0.	78.
196	84.	236.	10.	1.	331.
203	74.	251.	3.	3.	376.
210	43.	40.	1.	0.	84.
217	76.	230.	3.	0.	315.
224	44.	205.	3.	0.	254.
231	64.	168.	7.	0.	271.
238	57.	198.	2.	0.	257.
245	23.	33.	1.	0.	56.
252	114.	312.	7.	0.	433.
259	30.	124.	7.	0.	158.
266	50.	24.	1.	0.	75.
273	127.	298.	6.	0.	431.
274	1.	1.	0.	0.	2.
TOTAL	2438.	6554.	280.	5.	9277.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
62.51	168.05	7.18	0.13	237.87

NRMG SAN DIEGO
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT	ISSUES
7	83.	0.	0.	83.	
14	33.	2.	0.	35.	
21	108.	7.	0.	115.	
28	250.	0.	0.	250.	
35	152.	1.	0.	153.	
42	152.	4.	0.	156.	
49	184.	1.	0.	185.	
56	163.	2.	0.	165.	
63	160.	5.	0.	165.	
70	196.	3.	0.	199.	
77	59.	1.	0.	60.	
84	281.	13.	0.	294.	
91	209.	2.	0.	211.	
98	177.	7.	0.	184.	
105	99.	4.	0.	103.	
112	118.	1.	0.	119.	
119	226.	3.	0.	229.	
126	259.	1.	0.	260.	
133	134.	5.	0.	139.	
140	172.	13.	0.	185.	
147	137.	16.	0.	153.	
154	171.	24.	0.	195.	
161	194.	19.	0.	213.	
168	191.	27.	0.	218.	
175	187.	44.	0.	231.	
182	92.	17.	0.	109.	
189	131.	0.	0.	131.	
196	60.	2.	1.	63.	
203	71.	12.	2.	85.	
210	245.	7.	2.	254.	
217	282.	0.	0.	282.	
224	97.	7.	0.	104.	
231	258.	8.	0.	266.	
238	182.	5.	0.	187.	
245	165.	0.	0.	165.	
252	193.	1.	0.	194.	
259	87.	6.	0.	93.	
266	276.	5.	0.	281.	
273	136.	4.	0.	140.	
274	9.	0.	0.	9.	
TOTAL	6380.	279.	5.	6664.	

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER LA	TOTAL
163.59	7.15	0.13	170.87

NRMC SAN DIEGO
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	18627.51	1591.56	0.0	20219.07
14	8621.64	2812.11	0.0	11493.75
21	10236.30	4949.30	46.30	15231.90
28	39742.51	1226.69	20.56	40289.76
35	40138.93	1367.40	7.68	41514.01
42	29402.88	2021.37	2.89	31427.14
49	36603.82	1100.50	0.0	37712.32
56	17454.54	398.62	36.38	17889.54
63	30495.70	1112.31	30.00	31698.01
70	37859.44	619.35	93.75	38632.54
77	8753.45	507.14	61.76	9322.35
84	38738.72	977.62	3.39	39719.73
91	40344.64	2411.08	1.57	42817.69
98	35356.93	272.68	56.03	35685.64
105	11409.25	5.06	20.97	11435.28
112	23343.30	27.00	80.25	23450.55
119	30594.84	3860.26	6.97	34468.07
126	52969.15	1176.89	1.19	54147.23
133	14684.69	3639.79	62.72	18387.20
140	25259.72	2143.62	0.0	27403.35
147	26160.69	10523.15	0.0	36690.44
154	10774.77	5060.42	0.25	19861.44
161	38878.27	5460.36	7.01	48351.76
168	23823.96	7792.67	4.28	31620.91
175	10293.44	11063.16	4.75	21361.35
182	7498.75	14750.11	14.07	22270.93
189	37409.33	0.0	6.80	37416.13
196	9073.91	541.68	9.20	9624.79
203	42612.24	746.38	418.60	43777.22
210	27914.53	131.14	570.37	28616.04
217	27481.04	75.57	0.0	27560.61
224	26810.12	243.93	7.00	27061.05
231	41081.01	1525.99	43.88	42449.88
238	33568.06	111.94	2.04	33682.04
245	17241.43	13.60	4.71	17264.74
252	30715.71	3.48	62.00	30781.19
259	12682.39	457.76	5.70	13145.87
266	41642.09	890.92	1.58	42542.59
273	27699.04	79.10	7.76	27785.90
274	1.59	0.0	0.0	1.59
TOTAL	1042302.44	99815.35	1702.81	1144820.60

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
26751.34	2559.37	43.66	29354.37

NPMC SAN DIEGO
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	532.41	39.37	0.0	571.78
14	232.90	80.39	0.0	313.29
21	612.69	303.63	4.06	982.38
28	3035.17	35.90	1.36	3072.43
35	2123.92	30.89	0.45	2161.26
42	1377.73	51.64	0.06	1429.43
49	1870.00	27.82	0.0	1897.82
56	687.99	17.99	8.94	714.91
63	2127.16	41.97	1.00	2170.13
70	2565.77	19.14	5.50	2590.41
77	583.28	17.22	2.23	602.73
84	1520.90	77.52	0.10	1591.52
91	2305.44	64.18	0.12	2369.75
98	1934.87	31.48	1.25	1967.60
105	936.77	7.40	1.57	938.75
112	1526.91	1.03	4.55	1532.89
119	1827.51	100.59	0.53	1934.63
126	2818.82	37.09	0.07	2857.98
133	1072.48	110.00	10.08	1192.57
140	1447.36	61.44	0.0	1508.80
147	1949.87	250.19	0.0	2200.06
154	1025.42	280.86	0.03	1312.30
161	2705.16	283.79	0.24	2989.18
168	1818.18	246.52	0.17	2065.27
175	609.44	283.26	0.58	893.28
182	533.20	353.11	0.71	934.03
189	2145.74	0.0	0.45	2146.18
196	268.11	214.38	0.49	482.99
203	2750.44	54.76	13.03	2818.23
210	1648.73	4.78	12.73	1666.24
217	1502.81	2.99	0.0	1505.80
224	1086.47	11.41	0.27	1098.15
231	3034.28	53.40	4.44	3095.12
238	2416.99	2.72	0.85	2420.57
245	815.16	0.86	0.34	816.36
252	1394.73	0.35	3.65	1398.73
259	1259.24	47.93	0.38	1307.55
266	2160.28	11.41	0.11	2191.79
273	2003.92	10.67	0.46	2015.05
274	0.14	0.0	0.0	0.14
TOTAL	62273.38	3403.48	81.24	65758.10

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA DLK	OTHER EA	TOTAL
1596.75	87.27	2.08	1686.11

ZONE 8
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	2783.	2118.	76.	101.	5078.
14	2848.	2425.	255.	118.	5646.
21	3468.	2427.	118.	144.	6157.
28	3410.	2751.	350.	251.	6762.
35	5375.	3833.	267.	176.	9651.
42	5960.	4555.	223.	232.	10970.
49	5706.	3192.	206.	141.	9245.
56	4703.	4471.	160.	171.	9505.
63	3778.	2519.	147.	56.	6500.
70	3122.	2420.	99.	148.	5789.
77	3062.	2480.	238.	71.	5851.
84	3429.	2594.	281.	76.	6380.
91	3393.	2131.	759.	122.	6405.
98	3168.	2183.	174.	69.	5594.
105	4423.	2895.	187.	86.	7591.
112	11036.	4618.	193.	110.	15957.
119	4081.	2966.	415.	140.	7602.
126	3271.	2193.	341.	106.	5911.
133	2913.	2335.	209.	104.	5561.
140	4106.	3137.	491.	102.	7836.
147	3176.	2375.	354.	71.	5976.
154	4414.	2480.	376.	100.	7370.
161	3655.	2630.	287.	148.	6720.
168	4825.	4120.	314.	140.	9349.
175	3223.	2209.	676.	87.	6195.
182	3645.	2219.	290.	166.	6310.
189	2844.	2101.	122.	156.	5223.
196	4873.	3487.	126.	208.	8694.
203	5306.	3493.	150.	193.	9142.
210	3099.	2366.	133.	360.	5958.
217	4959.	3394.	169.	222.	8744.
224	4826.	4162.	165.	411.	9564.
231	4798.	2810.	202.	224.	8034.
238	6548.	3725.	172.	286.	10731.
245	2890.	2673.	170.	234.	5967.
252	5682.	4703.	263.	364.	11012.
259	3454.	2624.	208.	598.	6884.
266	4865.	3039.	252.	830.	8986.
273	4263.	2508.	126.	599.	7496.
274	633.	243.	22.	31.	929.
TOTAL	166013.	115604.	9756.	7952.	299325.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
4256.74	2964.21	250.15	203.90	7675.00

ZONE 8
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	875.	61.	15.	951.
14	1515.	181.	64.	1760.
21	2349.	118.	75.	2542.
28	1843.	111.	67.	2021.
35	1796.	349.	103.	2248.
42	3225.	212.	76.	3513.
49	3907.	233.	93.	4233.
56	3244.	147.	134.	3525.
63	1775.	192.	167.	2134.
70	4259.	55.	116.	4430.
77	2761.	199.	330.	3290.
84	2618.	98.	90.	2806.
91	2419.	349.	98.	2866.
98	2339.	860.	51.	3250.
105	2404.	57.	161.	2622.
112	2379.	100.	102.	2581.
119	2166.	468.	95.	2729.
126	3113.	239.	221.	3573.
133	2556.	209.	106.	2871.
140	2535.	359.	80.	2974.
147	2697.	401.	74.	3172.
154	4085.	429.	78.	4592.
161	2109.	353.	101.	2563.
168	2612.	288.	117.	3017.
175	5530.	763.	119.	6412.
182	3794.	262.	87.	4143.
189	1915.	128.	56.	2099.
196	2145.	104.	139.	2388.
203	3333.	128.	179.	3640.
210	3554.	125.	241.	3920.
217	3562.	75.	245.	3882.
224	2086.	123.	308.	2517.
231	3634.	171.	143.	3948.
238	5571.	382.	237.	6190.
245	2828.	122.	129.	3079.
252	3002.	101.	388.	3491.
259	3546.	266.	501.	4313.
266	2737.	304.	985.	4026.
273	2812.	195.	972.	3979.
274	1358.	61.	95.	1504.
TOTAL	112588.	9378.	7428.	129794.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BAS	BA BLK	OTHER BA	TOTAL
2897.13	240.46	190.46	3328.05

ZCNE 8
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	76426.54	8352.76	22.46	84801.76
14	112879.86	86040.29	1023.01	199943.16
21	617398.16	49801.35	395.73	667595.24
28	79552.14	9902.17	969.11	90423.42
35	81161.55	164212.87	1259.80	246634.22
42	173194.19	17569.02	505.42	191667.63
49	119077.01	76847.74	508.96	196433.71
56	222162.11	11535.82	14637.71	248335.64
63	66243.72	26063.87	2260.04	94667.63
70	267506.28	1893.86	7418.67	276818.81
77	194829.68	36280.49	8369.58	239479.75
84	578846.45	50202.60	2022.60	631071.65
91	97481.25	65782.87	6785.15	170059.27
98	121769.85	33147.37	1311.32	176888.54
105	145262.22	13210.92	1237.10	164760.24
112	885500.68	7842.94	488.06	893831.68
119	146919.43	109070.75	481.75	256471.93
126	77292.13	70122.14	4321.28	152335.55
133	133214.78	16478.36	3645.01	213338.15
140	226543.38	14369.99	832.00	301745.37
147	421728.91	207350.67	885.80	639965.38
154	242380.18	5516.31	644.54	249441.03
161	429150.54	66000.40	490.86	495641.80
168	67679.83	108117.42	6073.08	182207.33
175	91086.85	255401.70	6547.60	453036.15
182	253385.12	51130.05	1652.67	320817.84
189	117156.31	13702.14	210.21	131069.16
196	166431.65	2383.65	507.09	169328.39
203	826027.26	3983.61	935.64	830951.51
210	225387.67	5556.60	2946.72	233842.99
217	144225.00	1365.21	5637.06	151227.27
224	275450.28	2735.18	6590.82	284776.28
231	110550.82	14793.29	1314.08	126658.19
238	227894.23	17249.95	4427.64	249571.82
245	119719.55	8004.23	1041.23	128765.01
252	159102.33	4800.53	5260.09	169162.95
259	329162.03	23012.84	3563.47	356138.34
266	375648.88	10505.40	11771.63	398323.91
273	162252.49	10635.68	54580.04	227868.21
274	168496.13	100.92	1870.56	170467.61
TOTAL	9346675.97	1978832.56	191055.59	11516568.52

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

EA9	EA DLK	CTHER EA	TOTAL
239658.36	50739.31	4858.96	295296.63

ZONE 8
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	CTFER SHIPMENT	
7	2632.49	218.08	0.96	2851.53
14	3677.47	2557.01	43.73	6278.21
21	22818.43	1340.94	20.98	24180.36
28	2394.03	215.56	61.93	3231.52
35	3076.27	4516.61	42.27	7625.15
42	5825.37	658.73	23.45	6407.55
49	4207.53	2151.19	26.60	6380.32
56	8477.48	357.09	1503.13	10337.71
63	2712.06	1200.12	53.60	4031.78
70	9499.65	100.03	102.70	9702.39
77	7355.09	1253.23	449.25	9062.56
84	21327.38	1951.74	89.48	23368.60
91	3682.34	1645.55	156.29	5690.17
98	4376.52	1615.68	66.50	6058.70
105	5797.56	413.80	74.40	6285.76
112	33934.83	255.61	52.85	34247.50
119	5634.76	2582.18	54.91	8671.85
126	2153.77	2260.37	342.07	5756.21
133	5648.97	1555.11	111.84	7715.92
140	8690.15	2077.84	57.63	10822.62
147	15784.29	5650.23	42.44	21476.96
154	10245.61	1546.05	37.67	11831.33
161	16691.48	1531.91	38.49	18261.89
168	2203.35	3685.22	134.01	7226.58
175	3859.25	9251.70	222.93	13375.68
182	9367.35	1468.82	86.27	10922.44
189	4641.58	383.11	59.78	5084.47
196	5597.17	73.29	66.66	5737.12
203	30738.85	123.85	70.49	30238.18
210	7221.21	185.79	108.06	7515.06
217	5348.35	80.77	418.70	5847.82
224	3835.20	155.45	152.34	4188.00
231	4038.48	480.17	66.47	4587.12
238	6738.25	550.54	182.74	7517.53
245	4643.01	506.58	60.17	5209.77
252	5816.28	124.61	453.66	6392.55
259	15253.69	835.09	264.14	16352.92
266	13660.37	285.76	1070.47	15016.59
273	6464.61	292.48	1781.83	8538.93
274	6457.48	2.08	109.68	6570.23
TOTAL	349321.00	57510.18	8766.58	415597.76

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	CTFER EA	TOTAL
8956.95	1474.62	224.78	10656.35

NAS NORTH ISLAND ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LCCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	2683.	1885.	51.	101.	4720.
14	2673.	2020.	231.	115.	5039.
21	2384.	2168.	68.	142.	5762.
28	3247.	2424.	313.	246.	6230.
35	5242.	2613.	229.	176.	9260.
42	5863.	2367.	200.	229.	10659.
49	5559.	2929.	176.	135.	8799.
56	4512.	4153.	139.	167.	8971.
63	3674.	2293.	124.	53.	6144.
70	3002.	1913.	89.	147.	5156.
77	2920.	2229.	177.	69.	5395.
84	3264.	2151.	221.	74.	5710.
91	3158.	1751.	670.	92.	5711.
98	2950.	1650.	153.	67.	4825.
105	4170.	2479.	171.	80.	6900.
112	10906.	4316.	163.	107.	15497.
119	3922.	2619.	358.	138.	7037.
126	3140.	1963.	324.	104.	5531.
133	2728.	2053.	160.	103.	5044.
140	3970.	2938.	432.	100.	7440.
147	2999.	2205.	245.	69.	5522.
154	4286.	2361.	184.	59.	6930.
161	3413.	2261.	251.	147.	6072.
168	4625.	2792.	197.	139.	8753.
175	2025.	2061.	624.	85.	5795.
182	3468.	1904.	221.	162.	5754.
189	2687.	1858.	116.	152.	4813.
196	4658.	3123.	115.	194.	8050.
203	5089.	3134.	132.	193.	8548.
210	2940.	1985.	114.	359.	5398.
217	4680.	3035.	137.	221.	8073.
224	4539.	3722.	153.	410.	8824.
231	4587.	2465.	193.	223.	7472.
238	6341.	3410.	164.	285.	10200.
245	2830.	2613.	168.	234.	5845.
252	5510.	4470.	236.	360.	10576.
259	2249.	2318.	183.	594.	6344.
266	4608.	2715.	232.	828.	8443.
273	3979.	2194.	115.	596.	6884.
274	601.	204.	17.	31.	853.
TOTAL	159121.	103817.	6260.	7826.	279024.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT EA	BA9	BA BLK	OTHER BA	TOTAL
4080.03	2661.97	211.79	200.67	7154.46

NAS NORTH ISLAND ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE INDICATED	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7		717.	43.	15.	775.
14		1207.	148.	63.	1418.
21		2066.	82.	74.	2222.
28		1577.	75.	65.	1717.
35		1583.	305.	99.	1987.
42		2787.	187.	76.	3050.
49		3757.	212.	93.	4062.
56		3018.	106.	131.	3255.
63		1449.	166.	159.	1776.
70		3971.	45.	114.	4130.
77		2513.	158.	330.	3001.
84		2420.	61.	50.	2571.
91		2128.	276.	56.	2500.
98		1890.	756.	51.	2737.
105		1953.	42.	124.	2119.
112		1931.	90.	101.	2182.
119		1777.	409.	50.	2276.
126		2679.	209.	219.	3107.
133		2133.	166.	116.	2410.
140		2371.	300.	30.	2751.
147		2378.	398.	70.	2846.
154		1947.	158.	77.	4222.
161		1931.	279.	131.	2361.
168		2308.	148.	116.	2572.
175		5173.	144.	119.	6036.
182		3524.	202.	82.	3808.
189		1617.	71.	56.	1744.
196		1895.	58.	127.	2120.
203		2899.	119.	178.	3196.
210		2224.	102.	227.	3553.
217		1118.	59.	244.	3421.
224		1676.	32.	307.	2095.
231		3355.	161.	143.	3659.
238		5100.	168.	237.	5705.
245		2553.	107.	127.	2787.
252		2824.	92.	387.	3303.
259		3381.	237.	511.	4119.
266		2555.	279.	930.	3814.
273		2480.	185.	970.	3635.
274		1319.	56.	34.	1459.
TOTAL		101319.	7873.	7309.	116501.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER EA	TOTAL
2597.92	201.87	187.41	2987.21

NAS NORTH ISLAND ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	31513.48	6439.18	22.46	37975.12
14	45954.26	84352.72	1013.26	131360.24
21	77097.48	46872.35	355.73	124369.56
28	54717.38	8645.81	668.81	64332.00
35	48033.10	162597.91	1258.68	211894.69
42	134388.11	13785.27	505.42	152656.80
49	99342.67	76383.38	508.96	176238.01
56	120541.84	8643.69	14636.57	143822.10
63	38324.25	25237.89	124.04	64086.18
70	91593.79	1333.52	7416.57	100406.28
77	73579.52	33157.06	8365.58	115706.16
84	90379.88	1326.76	2022.60	93731.24
91	67672.13	64620.01	6777.91	139070.05
98	76418.45	43042.04	1371.32	120831.81
105	114649.76	17551.93	532.87	133133.56
112	31505.20	7819.98	480.47	39805.65
119	31665.69	101620.93	480.16	123774.78
126	47404.32	62522.39	4221.28	115057.99
133	75673.57	14893.12	3645.01	158147.70
140	21461.35	68804.89	832.00	91098.24
147	59206.98	207323.64	878.43	266409.05
154	196152.00	12430.07	644.54	209226.61
161	357367.66	57563.36	490.86	415826.88
168	52639.19	63542.64	2248.08	118429.91
175	82874.36	314433.65	6547.60	443860.61
182	80481.53	30330.77	5478.75	116297.05
189	32916.75	1012.91	210.21	34199.87
196	49880.51	1520.16	476.45	51883.12
203	172837.80	2593.05	871.64	177102.49
210	167543.74	4052.07	1285.88	172885.69
217	58626.96	1171.38	4637.06	104435.40
224	186994.27	1989.01	6588.22	195571.50
231	77676.81	14233.89	1314.08	93329.78
238	222310.95	16752.62	4427.64	243497.21
245	70424.01	7850.84	1035.23	79314.08
252	92318.51	1301.61	5255.59	98879.71
259	309373.31	22184.18	3563.47	335450.98
266	314019.85	5184.62	11257.15	335061.62
273	54317.25	5751.20	54571.34	119039.79
274	8182.17	57.76	1692.81	9974.74
TOTAL	4065909.86	1731482.86	170775.13	5968173.85

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	CTER BA	TOTAL
104254.10	44397.15	4378.85	153030.10

NAS NORTH ISLAND ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	CUBE BY TYPE OF SHIPMENT UNSPECIFIED SHIPMENT	CIPHER SHIPMENT	TOTAL SHIPMENT
7	1107.31	165.27	0.96	1273.54
14	1590.08	2510.68	43.33	4144.09
21	2562.19	1210.51	20.98	3793.68
28	2191.66	223.16	61.91	2486.73
35	2006.23	4463.36	42.21	6511.80
42	4704.84	481.15	23.45	5209.44
49	3680.25	2137.04	26.60	5843.89
56	4942.91	2249.17	1503.03	6695.11
63	1750.78	1227.39	46.85	3028.02
70	3026.52	58.23	102.65	3187.40
77	2902.18	1187.82	449.25	4539.25
84	3343.90	410.11	89.48	3649.49
91	2638.17	1614.48	158.01	4610.65
98	3047.77	1238.80	66.50	4371.08
105	4769.03	268.55	42.09	5180.11
112	1802.48	250.82	2.01	2111.31
119	1983.60	2627.63	54.83	4866.05
126	2374.77	2046.20	22.07	4763.04
133	3530.38	190.81	111.84	5543.03
140	1010.94	1655.74	57.63	2968.31
147	2135.82	5644.23	41.77	7821.82
154	8334.31	414.78	37.67	8786.76
161	13902.75	1453.42	38.49	15394.66
168	2655.74	2741.77	125.67	5523.18
175	3559.45	5237.70	222.93	13020.08
182	3005.59	853.72	64.16	3923.47
189	1421.26	50.36	55.78	1539.40
196	1543.37	65.80	65.90	1679.07
203	5965.48	87.57	68.49	6122.93
210	5396.08	121.67	84.62	5602.38
217	3708.75	65.55	401.20	4179.58
224	5675.05	139.21	153.13	5967.38
231	3018.51	452.65	68.47	3539.63
238	6476.05	580.04	182.74	7238.84
245	3202.75	459.97	60.10	3762.82
252	3314.31	33.60	453.62	3801.53
259	14625.29	72.56	264.14	15642.39
266	11282.62	252.21	1019.94	12554.77
273	2785.11	264.66	1781.31	4831.08
274	437.29	3.02	51.27	531.57
TOTAL	157412.59	50242.68	8584.09	216239.36

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CIPHER	TOTAL
4036.22	1288.27	220.10	5544.60

NAB CORONADO ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	89.	157.	24.	0.	270.
14	122.	336.	21.	1.	490.
21	76.	225.	46.	2.	349.
28	122.	247.	31.	5.	404.
35	133.	151.	35.	0.	289.
42	74.	145.	17.	3.	239.
49	97.	155.	21.	6.	319.
56	142.	253.	9.	4.	408.
63	70.	157.	21.	3.	251.
70	95.	451.	5.	1.	552.
77	99.	177.	38.	2.	316.
84	119.	368.	35.	0.	523.
91	171.	318.	70.	29.	588.
98	162.	451.	3.	1.	622.
105	155.	258.	9.	1.	463.
112	91.	256.	25.	3.	375.
119	121.	244.	44.	2.	411.
126	92.	186.	10.	2.	290.
133	128.	183.	40.	1.	352.
140	111.	168.	47.	2.	328.
147	90.	100.	44.	1.	235.
154	88.	58.	125.	1.	312.
161	129.	226.	6.	0.	361.
168	151.	262.	104.	0.	517.
175	117.	102.	23.	2.	244.
182	143.	287.	57.	4.	491.
189	107.	191.	4.	2.	304.
196	183.	285.	11.	14.	497.
203	102.	221.	7.	0.	330.
210	134.	311.	13.	1.	464.
217	237.	292.	27.	1.	557.
224	215.	345.	10.	1.	571.
231	167.	243.	9.	1.	420.
238	159.	255.	6.	1.	421.
245	36.	131.	2.	0.	65.
252	121.	135.	21.	4.	281.
259	116.	165.	12.	2.	295.
266	114.	172.	12.	2.	300.
273	233.	272.	8.	0.	513.
274	29.	38.	2.	0.	69.
TOTAL	4925.	8957.	1063.	105.	15090.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1960 ARE:

NOT BA	BA9	EA	ELK	OTHER EA	TOTAL
126.28	230.69		27.26	2.65	386.92

NAB CORONADO ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE LOCAL SHIPMENT	INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	133.	16.	0.	149.
14	206.	29.	0.	235.
21	237.	35.	1.	273.
28	217.	32.	1.	250.
35	188.	42.	4.	234.
42	316.	19.	0.	335.
49	119.	16.	0.	135.
56	163.	26.	3.	192.
63	259.	23.	8.	290.
70	226.	27.	2.	235.
77	198.	38.	0.	236.
84	121.	10.	0.	131.
91	210.	53.	1.	264.
98	381.	45.	0.	426.
105	402.	9.	35.	446.
112	354.	6.	1.	361.
119	255.	59.	2.	316.
126	347.	16.	2.	365.
133	347.	31.	0.	384.
140	140.	49.	0.	189.
147	221.	0.	4.	225.
154	104.	132.	1.	237.
161	100.	45.	0.	145.
168	216.	94.	1.	311.
175	246.	15.	0.	261.
182	185.	23.	3.	211.
189	258.	54.	0.	312.
196	179.	5.	6.	190.
203	350.	5.	1.	360.
210	228.	5.	14.	251.
217	348.	15.	1.	364.
224	319.	30.	1.	350.
231	207.	9.	0.	216.
238	379.	13.	0.	392.
245	178.	8.	2.	188.
252	144.	6.	1.	151.
259	104.	24.	0.	128.
266	129.	11.	4.	144.
273	170.	4.	1.	175.
274	14.	5.	1.	20.
TOTAL	8898.	1078.	101.	10077.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER EA	TOTAL
228.15	27.64	2.59	258.38

NAB CORONADO ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	44828.56	1121.58	0.0	45950.54
14	12781.93	758.05	0.0	14579.98
21	488093.09	2561.60	0.0	490655.69
28	2749.25	753.32	0.0	3504.57
35	28041.85	1612.46	1.12	29655.43
42	7023.89	3830.25	0.0	10854.14
49	17732.75	438.30	0.0	18141.09
56	60276.18	1403.79	1.14	61681.11
63	20888.26	623.58	1836.00	23547.84
70	163815.87	25.74	1.70	163843.31
77	108559.93	2523.03	0.0	111082.96
84	457184.07	276.81	0.0	457460.88
91	20931.76	1133.62	7.24	22072.62
98	13509.65	1753.11	0.0	15262.76
105	26167.77	15.19	202.23	26445.19
112	807811.39	18.83	7.59	807837.81
119	96441.26	7441.82	0.20	103883.28
126	10926.53	1716.15	0.0	12642.68
133	50448.23	1567.48	0.0	52015.71
140	204419.15	2575.84	0.0	206998.99
147	355858.18	0.0	7.37	355865.55
154	41923.20	21643.70	0.0	63578.90
161	60153.63	1712.44	0.0	67906.07
168	12454.00	25048.96	3825.00	41327.96
175	6311.89	958.28	0.0	7270.17
182	171649.46	602.40	10772.36	183024.21
189	78686.75	12559.98	0.0	91277.73
196	57952.06	863.49	15.00	53830.55
203	650867.27	1553.56	64.00	652526.83
210	27502.86	232.47	1656.84	29392.17
217	36276.46	151.82	1000.00	37398.29
224	75454.95	740.17	2.60	76203.72
231	26979.36	429.52	0.0	27429.28
238	3816.26	457.33	0.0	4313.59
245	18981.87	33.57	2.00	19017.44
252	26424.32	3458.80	0.50	29923.62
259	17887.69	622.81	0.0	18520.50
266	7942.72	73.24	14.48	8032.44
273	76414.66	718.45	6.60	77139.51
274	160203.04	1.16	177.75	160381.95
TOTAL	4557307.43	110571.91	19601.72	4687481.06

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
116854.04	2835.18	502.61	120191.82

NAB CORONADO ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIFMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	CTHER SHIPMENT	
7	1521.54	31.16	0.0	1552.71
14	291.26	31.16	0.0	322.42
21	18249.64	128.39	0.0	18378.03
28	95.37	28.70	0.0	124.08
35	807.03	45.16	0.06	852.25
42	221.61	68.08	0.0	289.69
49	420.89	13.08	0.0	433.97
56	2386.88	50.99	0.10	2437.97
63	538.60	33.48	3.75	585.83
70	6122.17	1.77	0.05	6123.99
77	3973.83	70.38	0.0	4044.21
84	17179.91	2.98	0.0	17182.88
91	530.82	2.62	0.28	563.73
98	401.53	60.82	0.0	462.35
105	663.53	0.60	25.56	689.69
112	30278.02	1.82	0.84	30280.68
119	3058.23	154.56	0.02	3212.81
126	221.92	26.17	0.0	248.10
133	1927.37	53.52	0.0	1981.30
140	7604.38	80.89	0.0	7685.27
147	13184.95	0.0	0.67	13185.62
154	1561.48	58.17	0.0	2142.25
161	2211.05	57.52	0.0	2268.58
168	369.07	641.18	8.34	1018.59
175	213.51	53.80	0.0	265.31
182	6273.53	12.14	22.05	6367.72
189	2915.78	24.15	0.0	3239.93
196	2063.03	3.49	0.35	2066.86
203	23992.19	40.88	2.00	24035.07
210	1032.65	10.85	23.43	1066.97
217	979.89	11.12	17.50	1008.51
224	2788.87	60.25	0.21	2849.33
231	627.84	20.12	0.0	654.36
238	144.47	10.50	0.0	160.97
245	436.85	1.50	0.07	488.47
252	981.75	85.00	0.04	1070.79
259	496.12	67.64	0.0	563.76
266	216.04	3.16	0.53	220.33
273	2645.61	13.53	0.44	2659.58
274	6012.81	0.06	18.41	6031.28
TOTAL	165692.09	2598.85	124.70	168815.65

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	CTHER EA	TOTAL
4248.52	76.89	3.20	4328.61

ZONE 9
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	142.	1671.	80.	0.	1893.
14	250.	2643.	159.	3.	3055.
21	271.	1797.	50.	2.	2120.
28	213.	1872.	50.	2.	2137.
35	212.	1490.	53.	1.	1756.
42	295.	1030.	27.	1.	1353.
49	199.	1521.	35.	0.	1755.
56	145.	2057.	63.	10.	2275.
63	171.	1888.	56.	3.	2118.
70	411.	1146.	49.	1.	1607.
77	286.	1677.	73.	1.	2037.
84	145.	1629.	63.	3.	1840.
91	175.	1240.	90.	2.	1507.
98	406.	1579.	41.	7.	2033.
105	459.	3160.	145.	2.	3766.
112	241.	1941.	44.	0.	2226.
119	217.	1438.	42.	0.	1697.
126	317.	1352.	33.	0.	1702.
133	277.	1657.	53.	0.	1987.
140	162.	1486.	74.	1.	1723.
147	147.	1313.	74.	0.	1534.
154	140.	1482.	126.	0.	1748.
161	276.	1292.	105.	0.	1673.
168	211.	1845.	206.	0.	2262.
175	171.	1162.	108.	1.	1442.
182	418.	1404.	156.	0.	1978.
189	145.	1556.	147.	2.	1850.
196	272.	2349.	234.	1.	2856.
203	160.	1735.	141.	15.	2051.
210	135.	1647.	116.	2.	1900.
217	367.	1534.	74.	1.	1976.
224	141.	1358.	107.	0.	1606.
231	147.	1584.	103.	0.	1834.
238	127.	1253.	80.	3.	1463.
245	352.	1244.	64.	1.	1661.
252	184.	2156.	133.	1.	2474.
259	132.	1713.	80.	7.	1932.
266	315.	1628.	94.	4.	2041.
273	195.	2268.	186.	9.	2658.
274	42.	696.	35.	0.	773.
TOTAL	9071.	65493.	3649.	86.	78299.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	CTHER BA	TOTAL
232.59	1679.31	93.56	2.21	2007.67

ZONE 9
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL SHIPMENT
7	934.	55.	1.	990.
14	625.	98.	0.	723.
21	1604.	50.	0.	1654.
28	1758.	85.	1.	1844.
35	2347.	54.	4.	2405.
42	1863.	58.	1.	1922.
49	1571.	34.	0.	1605.
56	1246.	41.	2.	1289.
63	1380.	58.	13.	1951.
70	1592.	27.	0.	1619.
77	1652.	79.	1.	1732.
84	1390.	59.	1.	1450.
91	1564.	90.	1.	1655.
98	1460.	51.	1.	1512.
105	1248.	36.	10.	1294.
112	1964.	37.	2.	2003.
119	2040.	64.	0.	2104.
126	2382.	33.	0.	2415.
133	1498.	103.	0.	1601.
140	1661.	70.	0.	1731.
147	1849.	109.	0.	1958.
154	1509.	99.	0.	1608.
161	1154.	119.	2.	1275.
168	1495.	167.	0.	1662.
175	1237.	172.	0.	1409.
182	2139.	113.	0.	2252.
189	958.	160.	0.	1118.
196	1671.	206.	3.	1880.
203	1353.	139.	0.	1492.
210	1837.	151.	15.	2003.
217	2073.	87.	0.	2160.
224	1846.	76.	1.	1923.
231	1523.	85.	0.	1608.
238	1498.	107.	1.	1606.
245	1248.	43.	1.	1292.
252	1523.	100.	3.	1626.
259	1294.	130.	0.	1424.
266	2193.	94.	1.	2288.
273	1831.	192.	0.	2023.
274	385.	6.	0.	391.
TOTAL	62895.	3537.	65.	66497.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHER BA	TOTAL
1612.69	90.69	1.67	1705.05

ZONE 9
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	LOCAL SHIPMENT	WEIGHT BY TYPE UNSPECIFIED SHIPMENT	CF SHIPMENT OTHER SHIPMENT	TOTAL SHIPMENT
7	20529.56	270.08	3.50	20803.54
14	50414.23	406.36	C.0	55120.59
21	76537.03	1678.87	0.0	78265.90
28	29146.70	2935.32	2.50	32084.52
35	48287.52	12148.98	4.52	60441.02
42	26891.46	1311.72	174.50	28377.68
49	28068.72	55.64	C.0	28127.36
56	37425.31	736.16	65.15	38221.22
63	28917.69	913.49	77.59	29908.77
70	110393.83	1741.35	C.0	112135.22
77	77297.13	623.72	C.80	77936.65
84	108768.84	621.61	352.00	109782.45
91	28923.60	7452.15	84.66	36500.41
98	26321.68	2618.50	0.0	29000.18
105	44516.09	10878.44	654.27	56046.80
112	70605.05	1465.74	588.00	72662.79
119	43427.38	1010.63	0.0	44438.21
126	49117.84	558.36	C.0	49716.20
133	56110.04	4124.73	0.0	60234.77
140	53470.97	4550.11	0.0	58061.08
147	32189.88	5269.55	0.0	41455.43
154	24777.01	9450.35	0.0	34227.36
161	21576.13	500.62	230.00	22814.75
168	17460.79	12041.35	C.0	29502.18
175	31919.14	18853.95	0.0	50813.09
182	53687.19	7613.02	C.0	61360.21
189	38868.56	58209.36	0.0	97077.92
196	245833.32	36157.55	11.10	282047.37
203	29315.48	1727.32	C.0	31042.80
210	60212.39	10153.79	245.64	71241.82
217	35926.94	2763.86	C.0	38690.80
224	42786.86	4585.21	1.00	47773.07
231	35918.56	1957.88	0.0	37876.44
238	36377.09	4836.44	C.80	41714.33
245	24443.67	1723.17	C.0	26676.84
252	66714.17	5185.58	599.10	72498.85
259	20809.00	1919.00	C.0	22718.00
266	21326.81	13668.53	C.0	34995.34
273	21941.07	7151.22	C.0	29132.29
274	8929.94	4.07	C.0	8934.01
TOTAL	1887230.07	270002.46	3239.73	2160472.26

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER EA	TOTAL
48390.51	6923.14	83.67	55396.72

ZONE 9
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	1415.50	5.45	0.50	1425.45
14	3607.39	261.28	0.0	3868.67
21	4415.67	54.59	0.0	4510.27
28	1846.08	144.21	0.09	1990.39
35	3138.34	305.51	0.18	3444.03
42	1261.28	123.33	3.55	1388.16
49	2719.49	14.19	0.0	2732.68
56	1299.51	45.14	0.74	1345.38
63	1883.21	63.52	0.63	1953.35
70	5889.18	52.42	0.0	5941.60
77	5257.33	23.58	0.06	5280.96
84	5686.34	21.10	2.08	5709.52
91	3444.58	111.86	0.50	3756.94
98	2178.17	146.53	0.0	2326.70
105	1608.28	250.10	22.10	1920.48
112	3912.28	43.90	2.68	3958.87
119	3166.50	18.72	0.0	3185.22
126	3766.98	33.87	0.0	3802.85
133	3462.93	353.60	0.0	3816.54
140	2802.74	125.03	0.0	4055.77
147	2597.64	256.32	0.0	2893.96
154	1086.40	644.71	0.0	1731.11
161	1025.91	44.63	5.56	1080.50
168	1093.60	591.68	0.0	1685.28
175	1898.72	577.28	0.0	2476.00
182	3607.06	642.60	0.0	4249.66
189	1781.25	4650.09	0.0	6431.33
196	35415.04	2714.04	0.15	38133.23
203	2079.51	142.40	0.0	2221.91
210	4131.77	640.78	11.68	4790.23
217	2472.46	180.25	0.0	2652.71
224	2507.56	228.82	0.07	2736.46
231	2367.97	101.54	0.0	2469.51
238	2083.12	171.63	0.01	2254.75
245	1626.08	123.93	0.0	1760.01
252	3131.75	414.45	11.33	3357.57
259	1615.98	127.93	0.0	1743.91
266	1700.44	405.54	0.0	2107.37
273	1223.29	252.55	0.0	1476.24
274	371.66	0.22	0.0	371.89
TOTAL	136581.98	16389.14	66.33	153037.45

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
3502.10	420.23	1.70	3924.04

CAMP PENDLETON ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	17.	121.	0.	1.	139.
14	137.	292.	8.	8.	445.
21	60.	143.	1.	5.	209.
28	99.	342.	3.	3.	447.
35	113.	164.	1.	8.	286.
42	93.	232.	4.	5.	334.
49	106.	287.	4.	4.	401.
56	47.	123.	1.	1.	172.
63	123.	311.	7.	9.	450.
70	106.	229.	1.	5.	341.
77	100.	234.	3.	1.	338.
84	95.	99.	12.	1.	207.
91	92.	211.	3.	3.	309.
98	102.	265.	5.	2.	374.
105	86.	209.	6.	9.	310.
112	113.	327.	3.	5.	448.
119	63.	252.	4.	4.	323.
126	70.	164.	1.	1.	236.
133	97.	282.	3.	6.	388.
140	92.	246.	12.	24.	374.
147	57.	145.	37.	1.	240.
154	71.	159.	38.	15.	283.
161	76.	156.	33.	3.	268.
168	63.	179.	60.	2.	304.
175	74.	135.	36.	2.	247.
182	93.	236.	33.	2.	369.
189	95.	270.	5.	0.	370.
196	133.	385.	2.	6.	526.
203	36.	153.	0.	1.	190.
210	90.	272.	8.	3.	373.
217	115.	305.	6.	3.	429.
224	94.	135.	2.	1.	232.
231	112.	272.	2.	5.	391.
238	85.	197.	9.	0.	291.
245	50.	92.	0.	1.	143.
252	42.	236.	3.	2.	283.
259	29.	162.	0.	2.	193.
266	152.	375.	4.	2.	533.
273	33.	116.	5.	0.	154.
274	5.	12.	0.	0.	17.
TOTAL	3321.	8525.	365.	156.	12367.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	OTHER BA	TOTAL
85.15	218.59	9.36	4.00	317.10

CAMP PENDLETON ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE ISSUE LOCAL SHIPMENT	INDICATED UNSPECIFIED SHIPMENT	OTHER SHIPMENT	TOTAL SHIPMENT
7	142.	0.	2.	144.
14	121.	6.	4.	131.
21	213.	2.	4.	219.
28	215.	4.	4.	223.
35	222.	1.	0.	223.
42	244.	2.	5.	251.
49	169.	3.	3.	175.
56	258.	3.	4.	265.
63	288.	3.	9.	300.
70	152.	4.	7.	163.
77	246.	2.	3.	251.
84	242.	5.	2.	249.
91	226.	10.	2.	238.
98	130.	4.	2.	136.
105	295.	2.	4.	301.
112	164.	0.	7.	171.
119	257.	8.	7.	272.
126	312.	2.	7.	321.
133	207.	0.	2.	209.
140	189.	6.	4.	199.
147	254.	41.	23.	318.
154	249.	38.	1.	288.
161	137.	29.	17.	183.
168	139.	62.	3.	204.
175	160.	42.	3.	205.
182	189.	32.	0.	221.
189	121.	7.	2.	130.
196	406.	3.	1.	410.
203	162.	1.	2.	165.
210	332.	2.	2.	336.
217	277.	8.	5.	290.
224	215.	0.	4.	225.
231	277.	1.	1.	279.
238	191.	5.	2.	198.
245	235.	7.	3.	245.
252	107.	1.	3.	111.
259	163.	2.	1.	166.
266	201.	3.	3.	207.
273	265.	5.	0.	270.
274	99.	0.	0.	99.
TOTAL	8471.	362.	158.	8991.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	OTHER BA	TOTAL
217.21	9.28	4.05	230.54

CAMP PENDLETON ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	12359.84	0.0	0.0	12359.84
14	8983.42	119.43	5.55	9108.80
21	15056.85	9.24	0.30	15066.39
28	11374.58	120.08	7.18	11501.84
35	15938.53	138.00	0.0	16076.53
42	20404.16	0.08	32.06	20436.30
49	9142.73	110.75	27.11	9280.59
56	18882.55	200.50	0.0	19083.49
63	12284.13	6.70	0.50	12291.33
70	3732.09	3530.00	29.97	7298.06
77	24175.65	3059.16	0.20	27235.01
84	14735.44	79.98	16.96	14832.38
91	14673.96	79.52	0.0	14753.48
98	8490.28	55.24	10.00	8555.52
105	14543.21	24.68	6.90	14574.79
112	12888.78	0.0	147.60	13036.38
119	15905.42	105.26	21.72	16042.40
126	15964.75	312.42	4.10	16341.27
133	12810.07	0.0	0.0	12810.07
140	16643.07	127.30	10.86	16781.23
147	20708.61	1790.62	37.42	22536.65
154	11146.40	1411.41	0.0	12617.81
161	6471.31	1630.06	5.47	8170.84
168	9126.03	3129.22	0.0	12255.25
175	12337.72	2805.80	0.86	15694.38
182	9665.55	1437.36	0.0	11102.91
189	7365.54	346.68	1.12	7713.34
196	23975.84	311.28	0.78	24307.90
203	16537.96	0.0	0.0	16587.96
210	18470.02	641.10	0.32	19111.44
217	8683.88	215.04	8.04	8966.96
224	10070.16	21.00	0.0	10091.16
231	14547.45	15.00	0.0	14562.45
238	11993.53	30.04	0.13	12029.70
245	15057.47	24.60	4.50	15086.57
252	11014.91	3.84	13.80	11032.55
259	8864.28	0.08	0.0	8870.36
266	10584.37	0.0	4.66	10589.03
273	16763.18	440.52	0.0	17203.70
274	2186.54	0.0	0.0	2186.54
TOTAL	525160.74	22621.95	412.51	548195.24

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	OTHER CA	TOTAL
13465.66	580.05	10.58	14056.29

CAMP PENDLETON ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	CTHER SHIPMENT	
7	773.03	0.0	0.0	773.03
14	415.46	0.61	0.32	421.39
21	997.08	1.09	0.00	998.17
28	516.56	4.51	0.41	521.48
35	846.57	5.18	0.0	851.76
42	1463.80	0.00	3.17	1466.98
49	376.06	2.72	0.10	378.88
56	950.38	6.48	0.0	956.86
63	735.93	0.25	0.03	736.21
70	369.06	92.68	1.26	463.01
77	1153.33	104.71	0.02	1258.06
84	751.46	4.67	0.65	756.78
91	849.80	4.15	0.0	853.95
98	475.16	2.35	2.22	479.77
105	677.83	0.98	0.35	679.16
112	1062.60	0.0	1.90	1064.50
119	653.41	4.12	3.12	660.65
126	1112.49	12.01	0.22	1124.72
133	669.31	0.0	0.0	669.31
140	749.38	1.31	1.11	751.81
147	943.09	44.32	2.09	989.51
154	570.73	41.62	0.0	612.34
161	401.23	62.10	0.43	463.76
168	1022.72	62.32	0.0	1111.04
175	723.07	70.54	0.06	793.67
182	751.69	38.53	0.0	790.23
189	444.66	10.74	0.09	455.49
196	1273.40	21.54	0.01	1294.95
203	835.03	0.0	0.0	835.03
210	1219.30	16.05	0.00	1235.36
217	553.60	12.09	0.20	566.00
224	643.94	1.32	0.0	645.26
231	857.21	0.14	0.0	857.35
238	709.14	0.81	0.01	709.95
245	859.13	0.60	0.27	860.01
252	633.95	0.10	0.86	634.90
259	487.48	0.86	0.0	488.34
266	790.00	0.0	0.46	790.46
273	1041.87	9.52	0.0	1051.39
274	167.31	0.0	0.0	167.31
TOTAL	30532.28	672.46	19.49	31224.24

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	EA BLK	CTHER EA	TOTAL
782.88	17.24	0.50	800.62

LONG BEACH ACTIVITIES
WEEKLY REQUISITION SUBMISSIONS

WEEK ENDING JULIAN DATE	NON SHIPMENT	LOCAL SHIPMENT	REQUISITION STATUS UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL REQUISITIONS
7	1069.	1280.	197.	31.	2577.
14	1353.	1802.	290.	66.	4016.
21	1441.	1850.	272.	128.	3731.
28	1938.	1996.	428.	66.	4428.
35	2111.	2074.	100.	43.	4328.
42	1445.	1947.	195.	49.	3636.
49	1576.	1645.	245.	43.	3509.
56	1623.	1629.	202.	50.	3504.
63	1292.	1715.	196.	71.	3274.
70	1959.	1886.	229.	84.	4158.
77	2480.	2476.	206.	88.	5250.
84	2481.	2256.	300.	139.	5176.
91	2097.	3209.	659.	248.	6213.
98	2859.	4772.	393.	117.	8141.
105	3972.	4173.	173.	54.	8372.
112	2398.	3518.	627.	96.	6639.
119	2773.	3531.	458.	89.	6851.
126	1268.	1748.	418.	92.	3526.
133	1633.	2029.	286.	124.	4072.
140	2983.	2707.	139.	65.	5894.
147	1482.	1496.	466.	70.	3514.
154	1583.	1255.	443.	119.	4000.
161	1950.	2505.	683.	156.	5294.
168	2658.	3071.	942.	208.	6879.
175	1286.	1584.	380.	211.	3461.
182	1730.	2496.	310.	182.	4918.
189	1488.	2084.	77.	82.	3731.
196	2772.	4674.	156.	158.	7760.
203	3790.	4603.	109.	129.	8631.
210	1781.	2677.	227.	85.	4770.
217	1605.	1730.	139.	140.	3614.
224	1779.	2113.	145.	120.	4162.
231	2338.	2703.	167.	145.	5353.
238	1596.	2030.	133.	66.	3825.
245	1039.	1473.	78.	69.	2659.
252	2819.	4264.	169.	97.	7349.
259	2447.	2807.	125.	94.	5473.
266	1782.	2339.	100.	222.	4443.
273	2005.	2788.	133.	78.	5004.
274	452.	467.	31.	49.	999.
TOTAL	79838.	98047.	11026.	4223.	193134.

WEEKLY MEANS FOR FIRST NINE MONTHS OF CY 1980 ARE:

NOT BA	BA9	BA BLK	CTHER BA	TOTAL
2047.13	2514.03	282.72	108.28	4952.15

LONG BEACH ACTIVITIES
WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	TYPE LOCAL SHIPMENT	ISSUE UNSPECIFIED SHIPMENT	INDICATED OTHER SHIPMENT	TOTAL SHIPMENT
7	1387.	93.	46.	1526.
14	1253.	353.	56.	1662.
21	1865.	165.	80.	2110.
28	1271.	163.	61.	1495.
35	1072.	406.	59.	1537.
42	3169.	134.	42.	3345.
49	4058.	273.	123.	4454.
56	1858.	200.	39.	2097.
63	1773.	224.	63.	2060.
70	1801.	251.	59.	2111.
77	2229.	126.	43.	2398.
84	3199.	402.	57.	3658.
91	2592.	545.	83.	3220.
98	2639.	383.	45.	3067.
105	2477.	62.	319.	2858.
112	2519.	76.	61.	2656.
119	2049.	902.	128.	3079.
126	2547.	285.	109.	2941.
133	2045.	436.	132.	2613.
140	1715.	134.	122.	1991.
147	1643.	310.	94.	2047.
154	1414.	612.	76.	2102.
161	4252.	357.	123.	4732.
168	4530.	944.	114.	5588.
175	4207.	861.	164.	5232.
182	4933.	364.	260.	5557.
189	2473.	150.	133.	2756.
196	2020.	136.	90.	2246.
203	2655.	37.	206.	2948.
210	2751.	108.	117.	2976.
217	2721.	227.	113.	3061.
224	1554.	170.	67.	1791.
231	3706.	165.	119.	3990.
238	4429.	204.	74.	4707.
245	2511.	119.	66.	2696.
252	2229.	80.	146.	2455.
259	1785.	94.	90.	1969.
266	2691.	132.	118.	2941.
273	2767.	172.	90.	3029.
274	484.	11.	13.	508.
TOTAL	59273.	10936.	4000.	114209.

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHER BA	TOTAL
2545.46	280.41	102.56	2928.44

LONG BEACH ACTIVITIES
WEIGHT OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	WEIGHT BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	24103.53	2551.87	888.20	27553.60
14	64611.51	80491.07	651.50	855754.08
21	159966.86	22713.38	2207.38	204927.62
28	37352.13	5503.56	379.53	47635.62
35	47325.58	14378.71	231.21	101935.90
42	62755.45	22042.33	133.90	84931.68
49	71928.74	27517.04	207.09	100052.87
56	81804.03	132588.70	71.34	214864.07
63	46124.63	15135.03	161.87	121481.53
70	42450.87	30571.34	104.69	73126.90
77	69223.45	15103.20	50.31	84716.96
84	93764.20	135569.67	276.28	229610.15
91	77577.90	14523.61	444.80	142546.31
98	75126.52	35008.46	613.98	115346.96
105	72631.20	1150.66	2204.05	76035.91
112	64275.63	3541.30	1190.66	69013.59
119	53462.01	55432.74	764.63	149679.38
126	109374.16	22428.76	201.93	132004.85
133	61928.51	30257.19	540.83	92766.53
140	65208.01	15235.65	355.90	80843.56
147	113583.58	27308.98	272.19	141164.75
154	72532.70	64693.12	223.54	137549.36
161	97763.23	42227.79	515.36	140506.38
168	135850.02	104008.75	591.41	240448.18
175	158053.27	60472.58	1134.02	219664.87
182	122864.15	7422.09	1217.54	181504.18
189	158045.56	10243.10	861.23	169156.29
196	362233.87	11305.70	299.67	373839.24
203	83443.13	15007.80	5558.50	103805.43
210	139438.58	8820.49	581.40	148840.47
217	182251.03	4104.81	448.47	186804.31
224	84715.11	10138.86	680.76	95534.73
231	119308.07	6563.03	741.20	127012.30
238	115662.26	11424.98	765.05	127856.29
245	117454.28	7219.33	300.18	124973.79
252	105109.72	3280.44	2874.44	111354.60
259	202327.05	2842.20	260.95	205436.20
266	238391.00	222435.02	1083.53	461905.55
273	102964.12	6110.23	648.72	109723.07
274	22507.41	253.16	6.18	22766.75
TOTAL	4115638.86	2324015.13	31028.82	6474682.81

WEEKLY STATISTICS FOR FIRST NINE MONTHS OF CY 1980 ARE:

BA9	BA BLK	CTHFF EA	TOTAL
105631.77	55590.13	155.61	166017.51

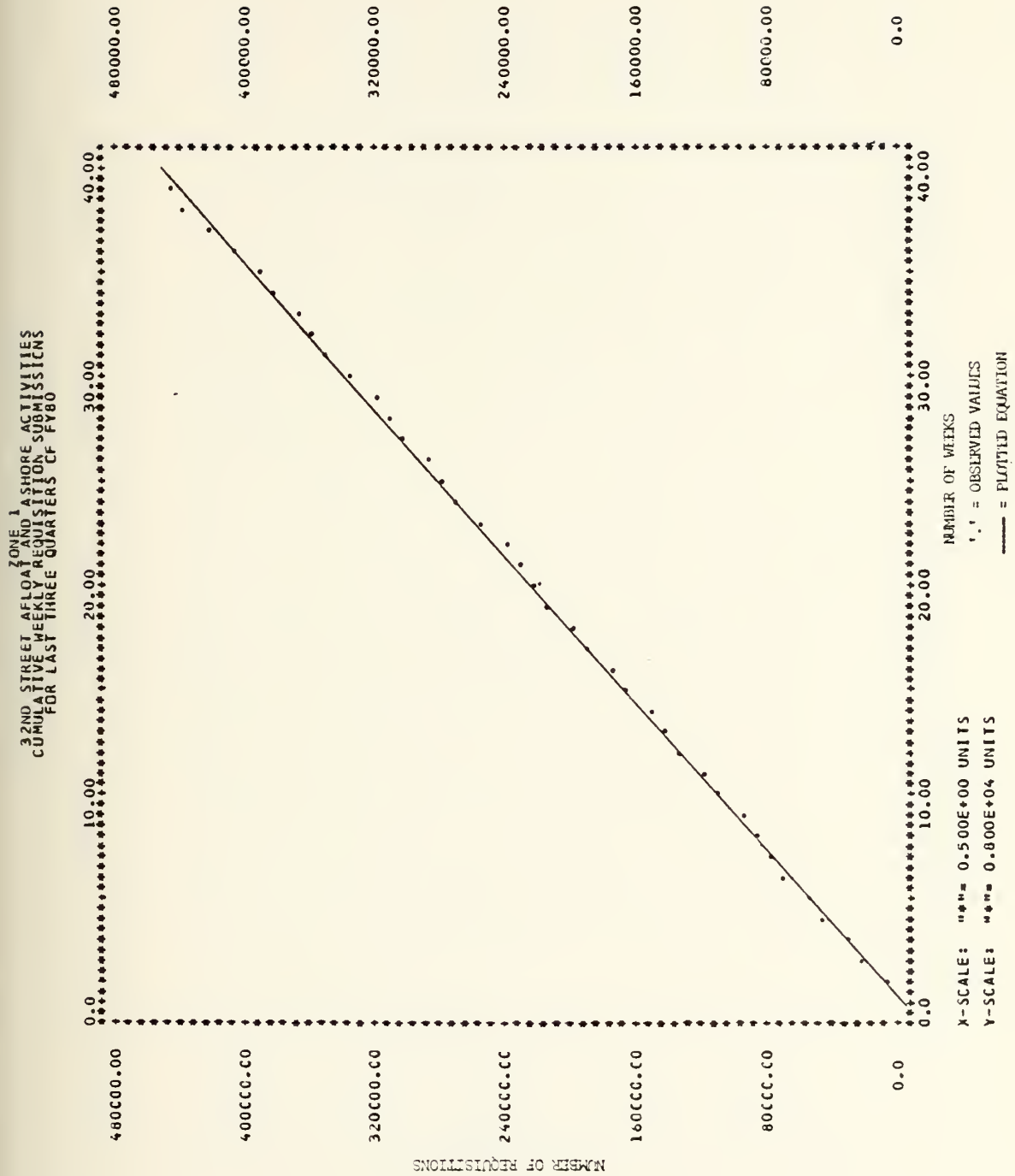
LONG BEACH ACTIVITIES
CUBE OF WEEKLY MATERIAL ISSUES

WEEK ENDING JULIAN DATE	CUBE BY TYPE OF SHIPMENT			TOTAL SHIPMENT
	LOCAL SHIPMENT	UNSPECIFIED SHIPMENT	OTHER SHIPMENT	
7	1318.56	107.10	43.01	1468.67
14	2196.94	2286.86	26.89	35120.69
21	3775.16	1173.27	91.91	5040.34
23	1577.88	212.54	44.34	1898.16
35	1903.67	1826.85	14.61	3755.12
42	1924.94	567.14	5.71	2497.78
49	2535.03	941.68	11.20	3537.92
56	4156.83	5007.07	5.91	9165.81
63	1420.74	1711.66	11.03	3143.62
70	1954.45	918.54	5.84	2878.83
77	2306.04	418.49	5.57	2758.10
84	3453.20	3619.04	14.86	7087.10
91	3075.85	1887.55	25.79	4995.63
98	2670.38	1353.31	25.29	4048.58
105	2426.47	91.54	185.94	2704.34
112	1932.08	107.75	20.34	2060.17
119	2173.73	2617.41	50.52	4843.66
126	5114.95	816.63	12.29	5943.87
133	2445.45	920.76	16.60	3448.80
140	1942.20	254.63	21.96	2218.79
147	3492.47	107.62	12.75	4212.85
154	2048.83	1972.39	20.38	4041.60
161	4254.42	1120.65	26.29	5411.35
168	5498.22	2879.22	34.85	8412.29
175	4033.33	2180.47	61.53	6281.33
182	4609.48	1485.71	45.52	6148.71
189	6290.43	266.56	45.55	6602.55
196	14326.03	315.46	14.42	14856.90
203	2576.86	487.26	72.18	3136.29
210	4439.52	330.61	22.03	4798.17
217	5118.72	138.76	43.26	5300.75
224	3087.39	393.70	32.19	3513.29
231	3894.94	451.51	36.65	4183.10
238	3198.08	388.55	42.21	3628.64
245	3653.61	287.59	17.83	3959.02
252	2465.28	155.37	61.25	2681.89
259	5225.12	113.27	11.74	5350.12
266	7338.42	9010.83	55.03	16404.28
273	4340.95	258.14	31.49	4628.58
274	514.66	8.30	0.50	523.45
TOTAL	140821.51	80508.79	1369.25	222699.55

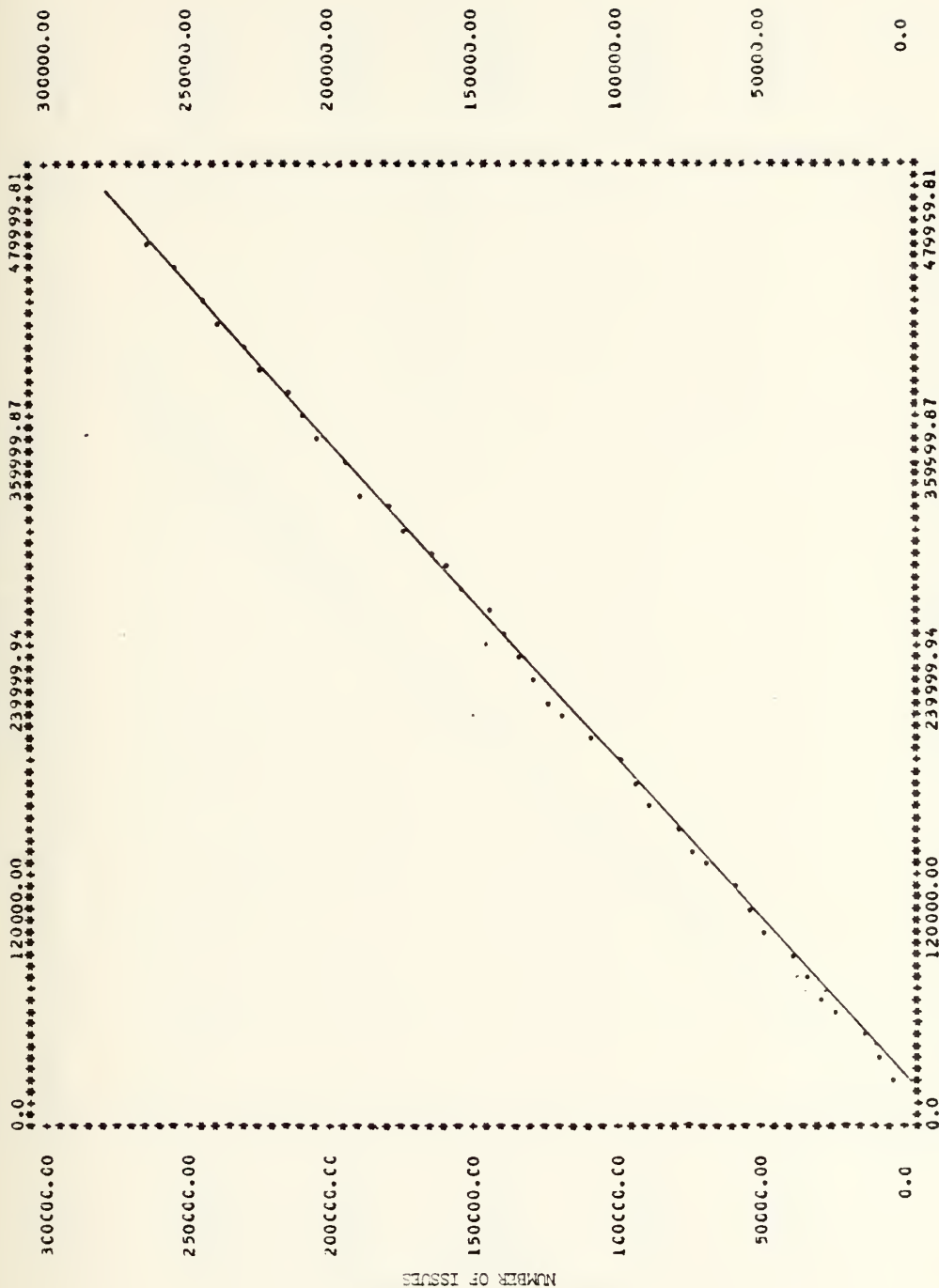
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BA9	BA BLK	OTHER EA	TOTAL
3610.81	2064.33	35.11	5710.24

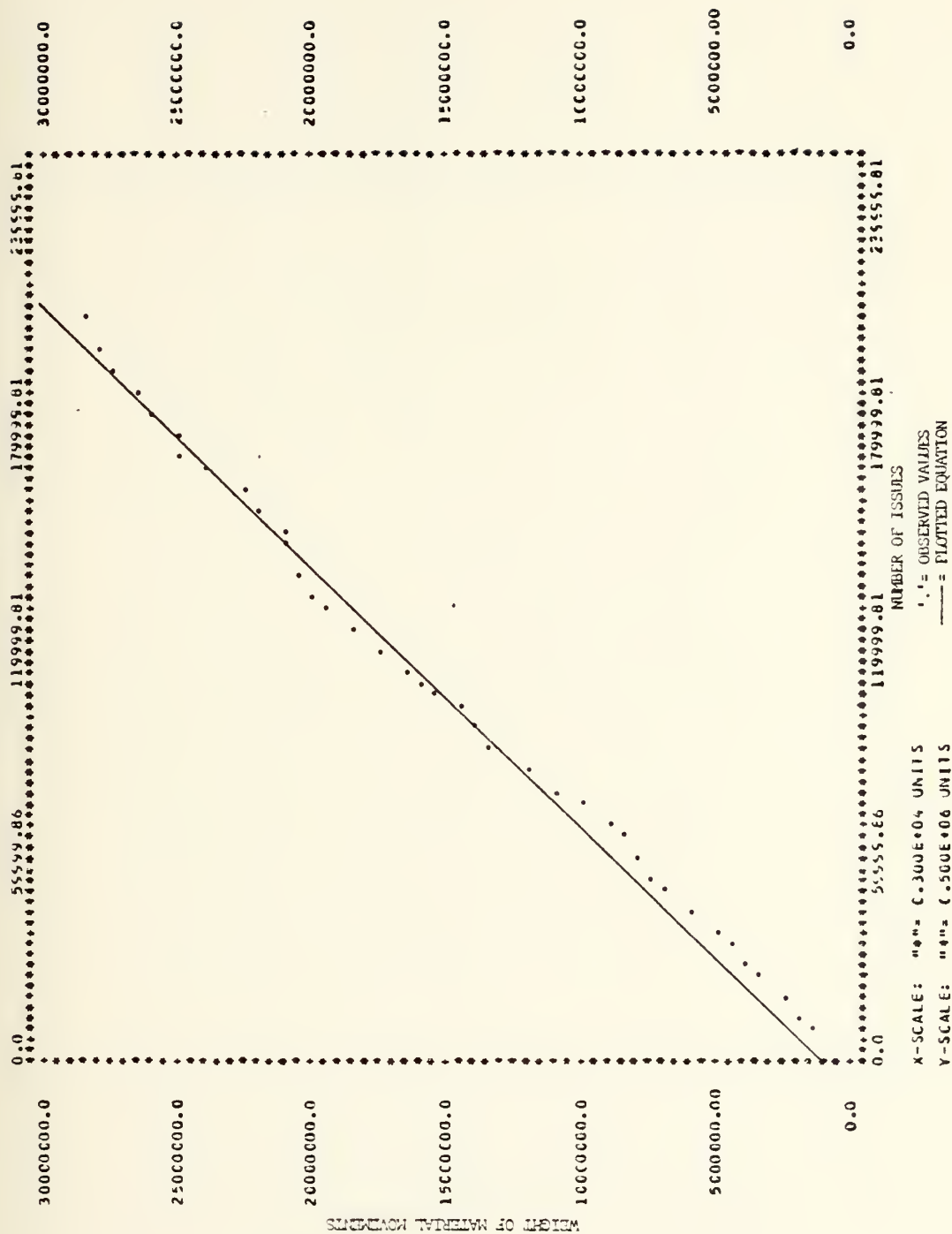
APPENDIX G ZONE PLOTS OF DATA



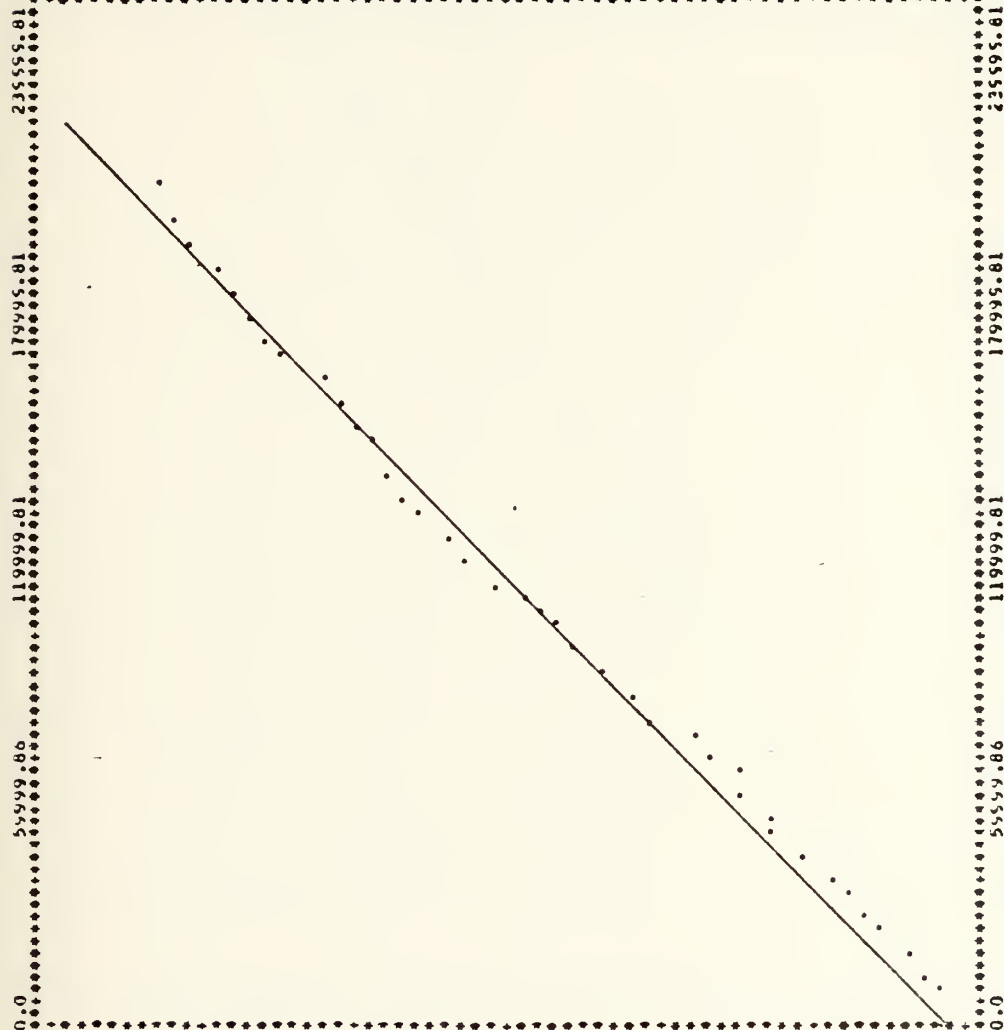
32ND STREET AFLOAT AND ASHORE ACTIVITIES
LOCAL MATERIAL ISSUES VS. REQUESTION SUBMITALS
FOR LAST THREE QUARTERS OF FY80



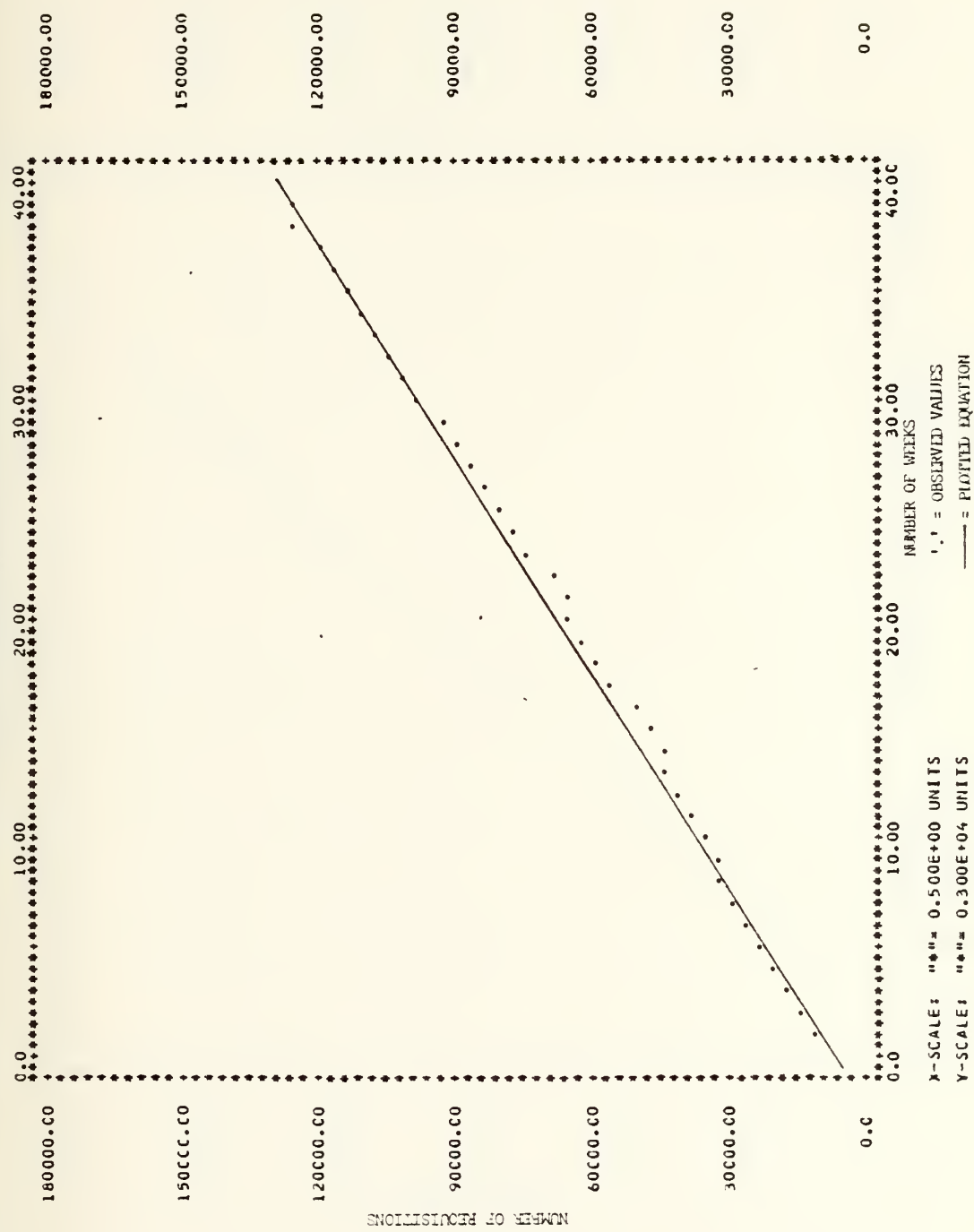
ZONE I
22ND STREET AREA, ALC LASHOFF ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



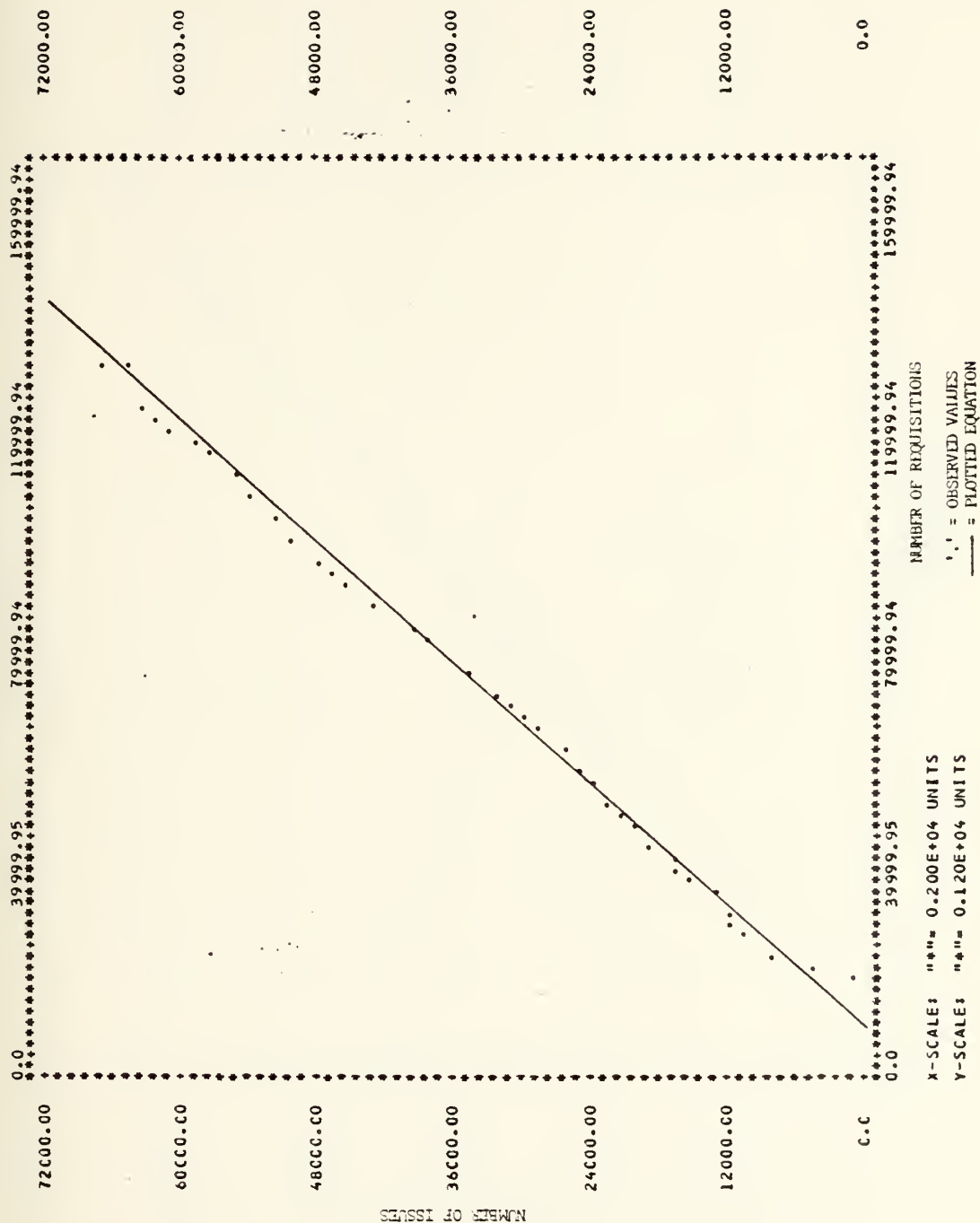
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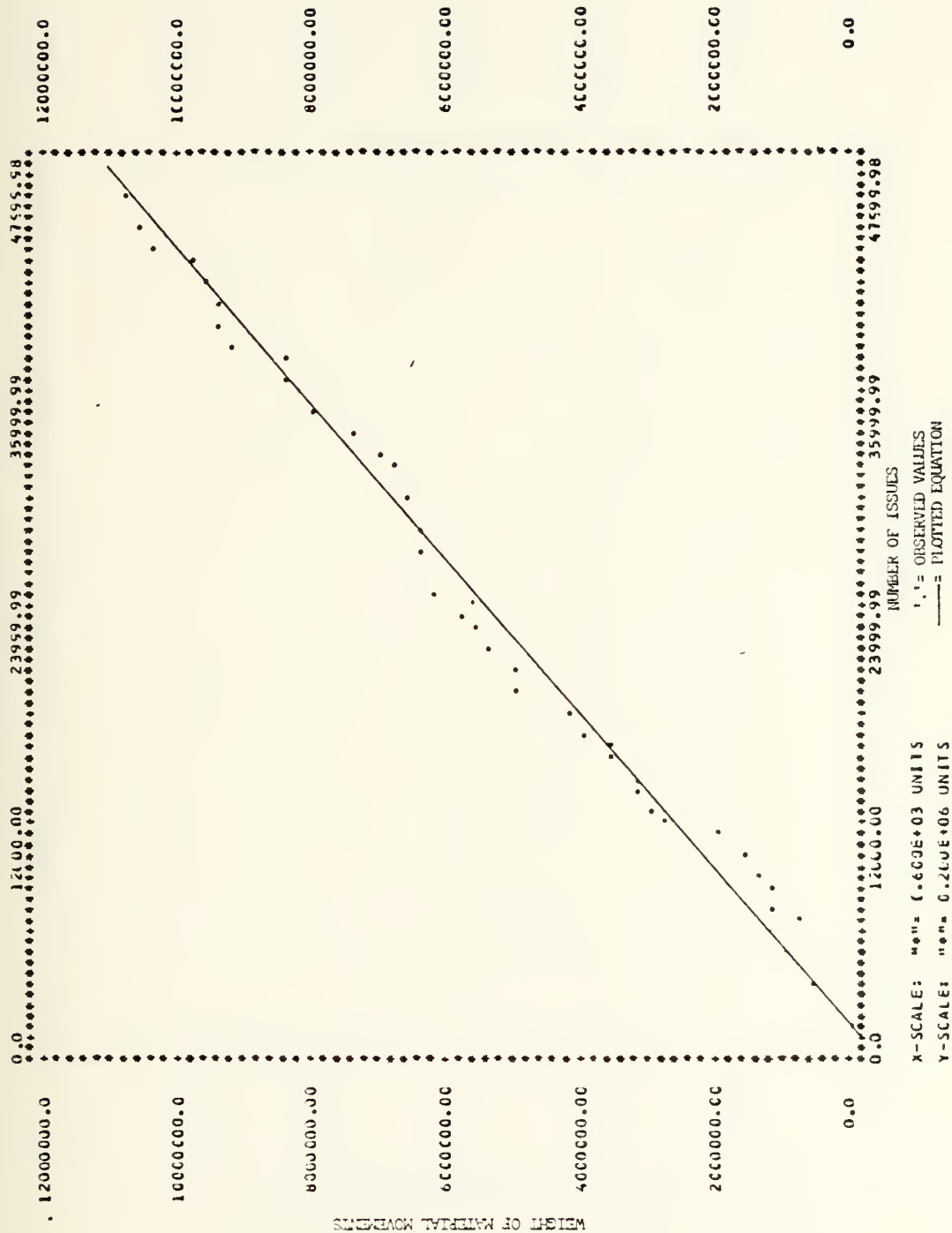
ZONE 6
 HARBOR DRIVE AND PT LOMA COMBAT DOOR AFLOAT AND ASHORE ACTIVITIES
 CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
 FOR LAST THREE QUARTERS OF FY80



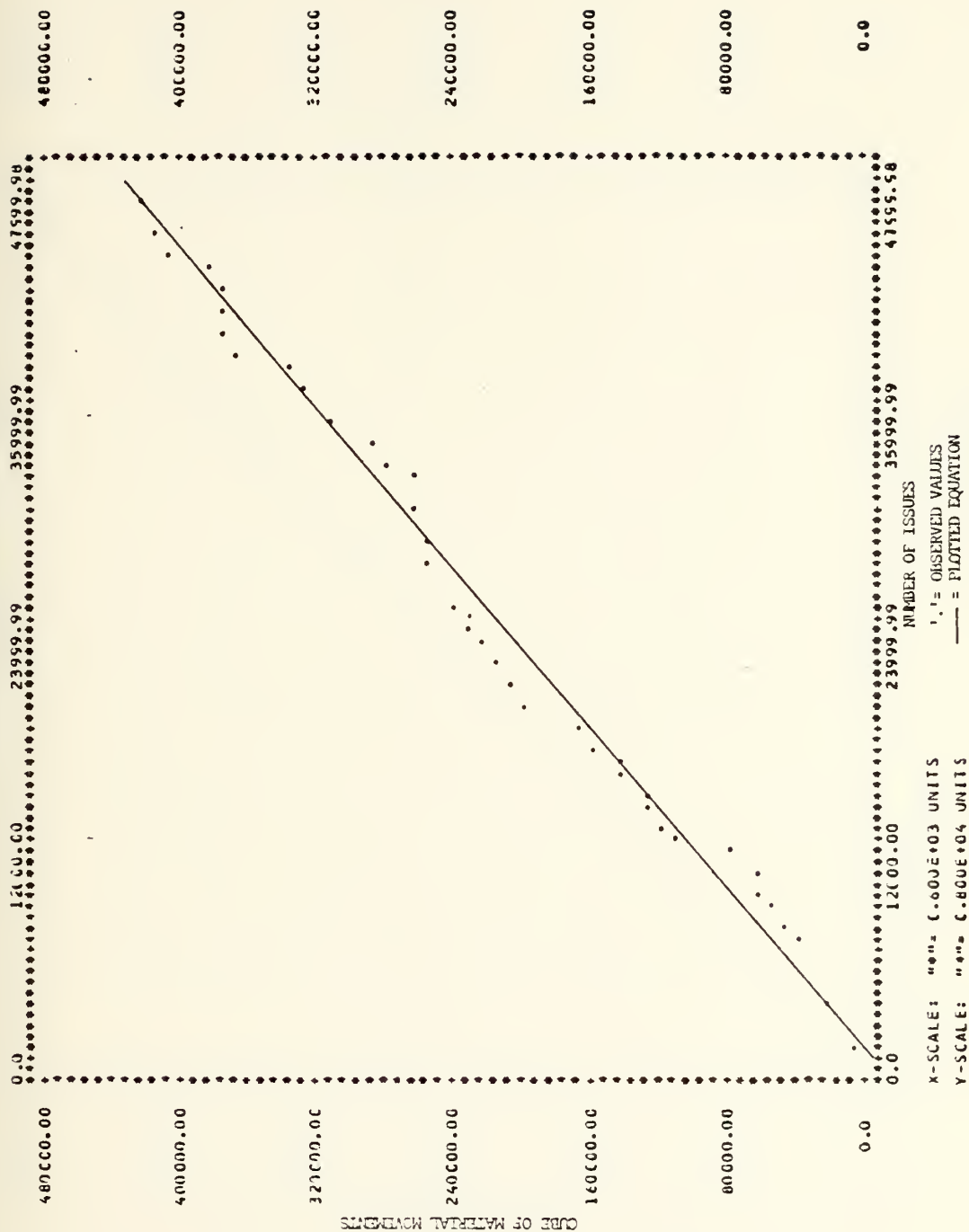
ZONE 6
HARBOR DRIVE AND PT LOMA CORRIDOR AFLOAT AND ASHORE ACTIVITIES
MATERIAL ISSUES REGISTRATION SUBTOTALS
FOR LAST THREE QUARTERS OF FY80



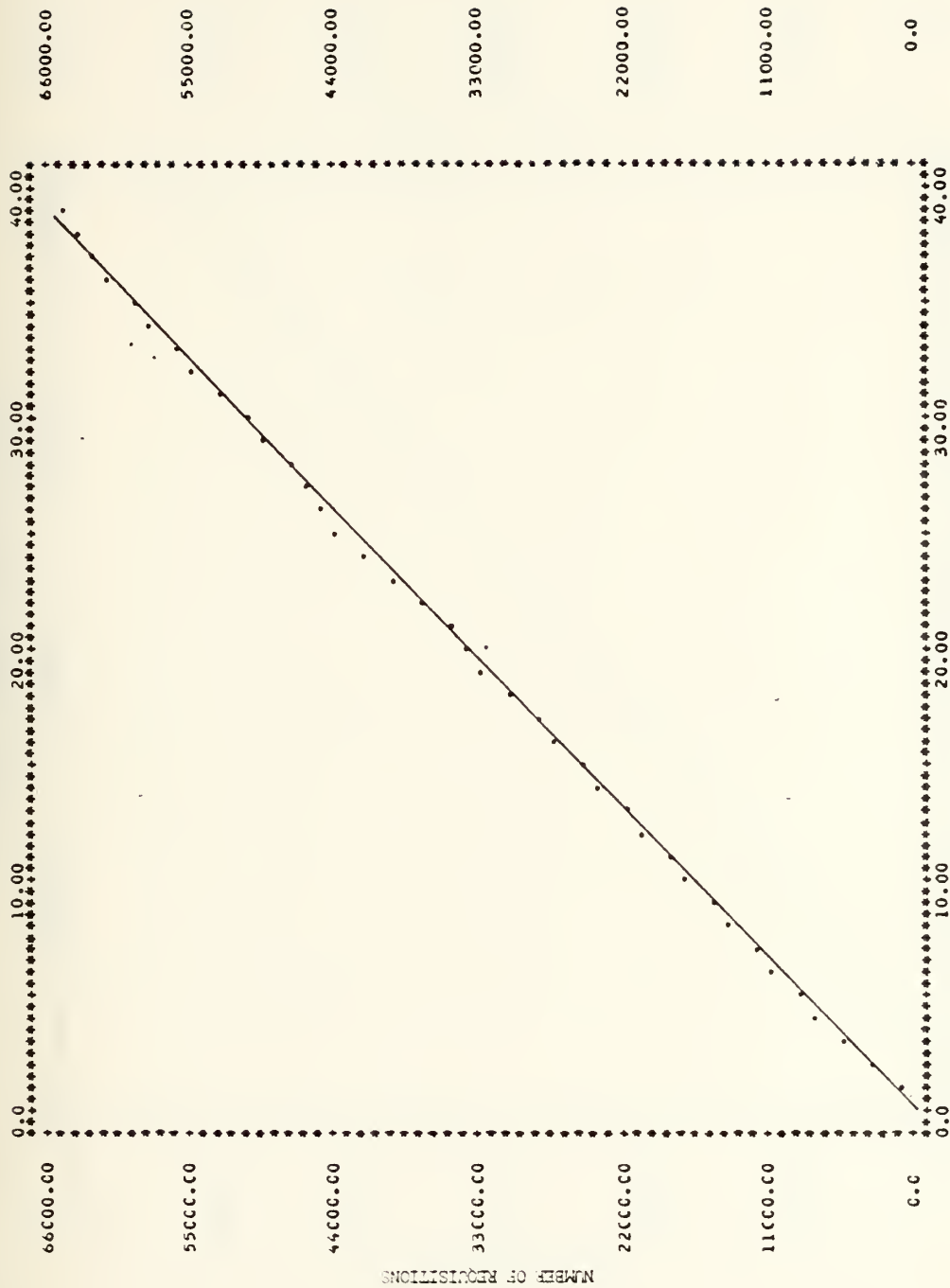
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CUMULATIVE HEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



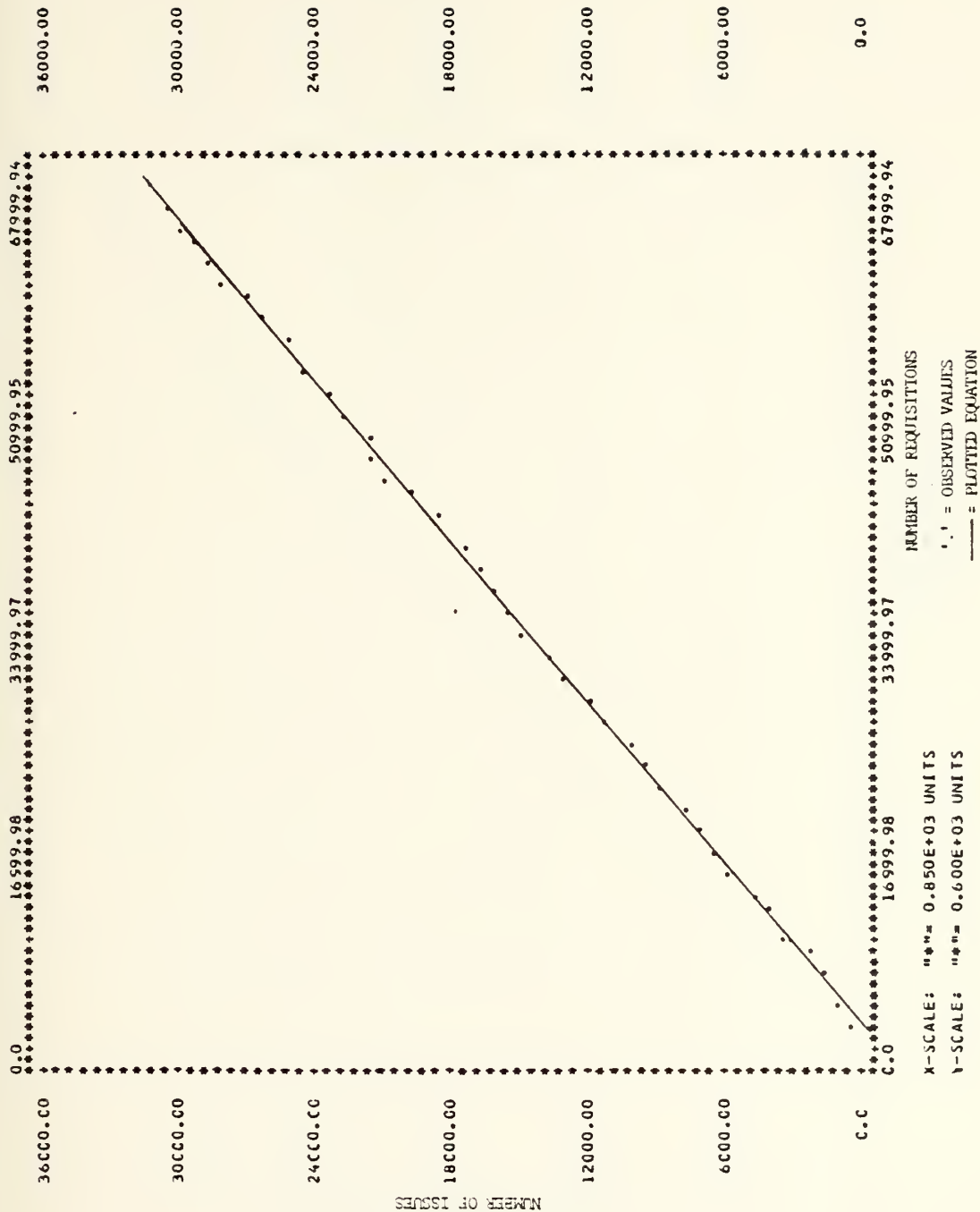
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 FCR LAST THREE QUARTERS CF FY80



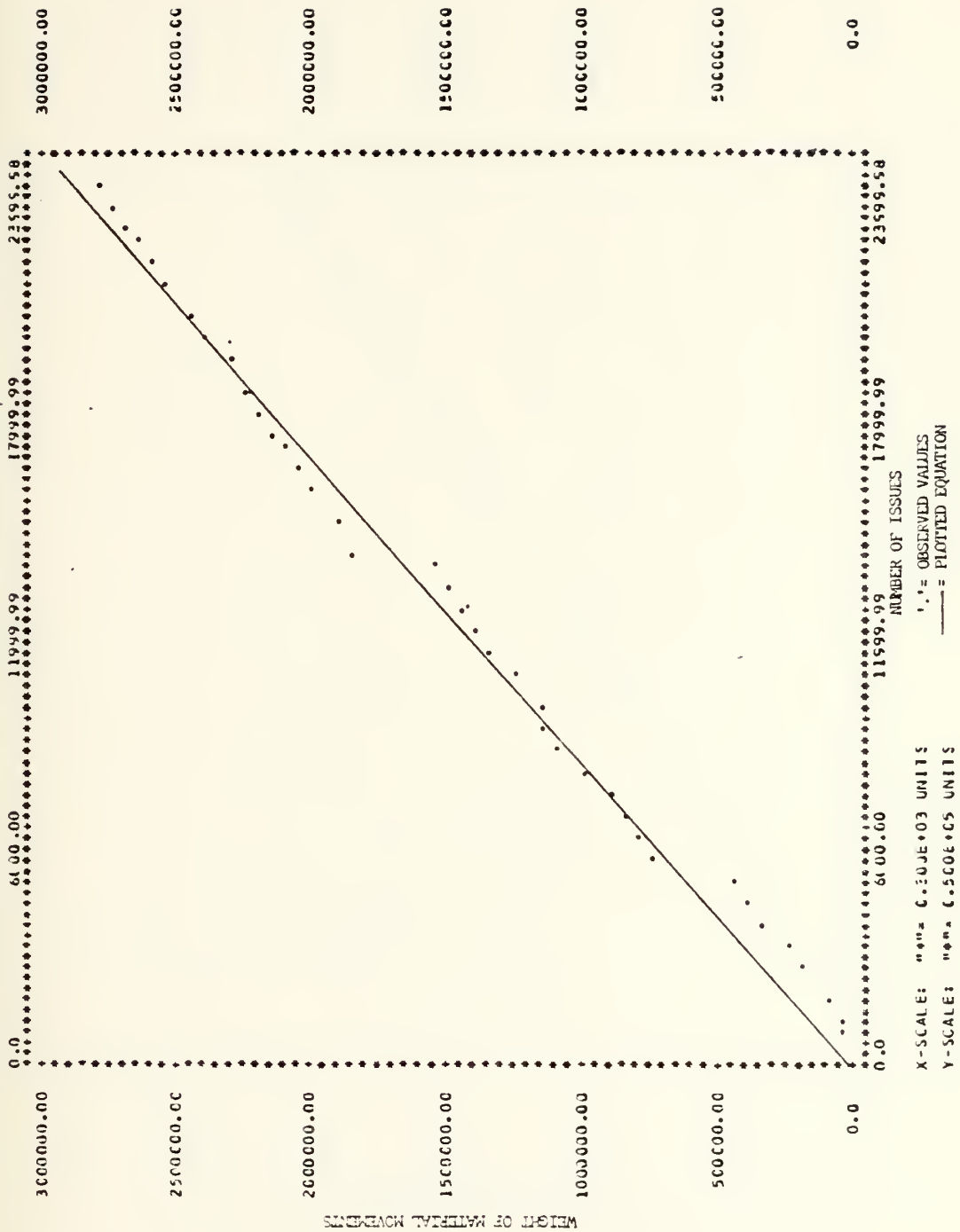
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 NAS MIRAMAR, NMHC SAN DIEGO AND CENTRAL CORRIDOR ACTIVITIES
 CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
 FOR LAST THREE QUARTERS OF FY80



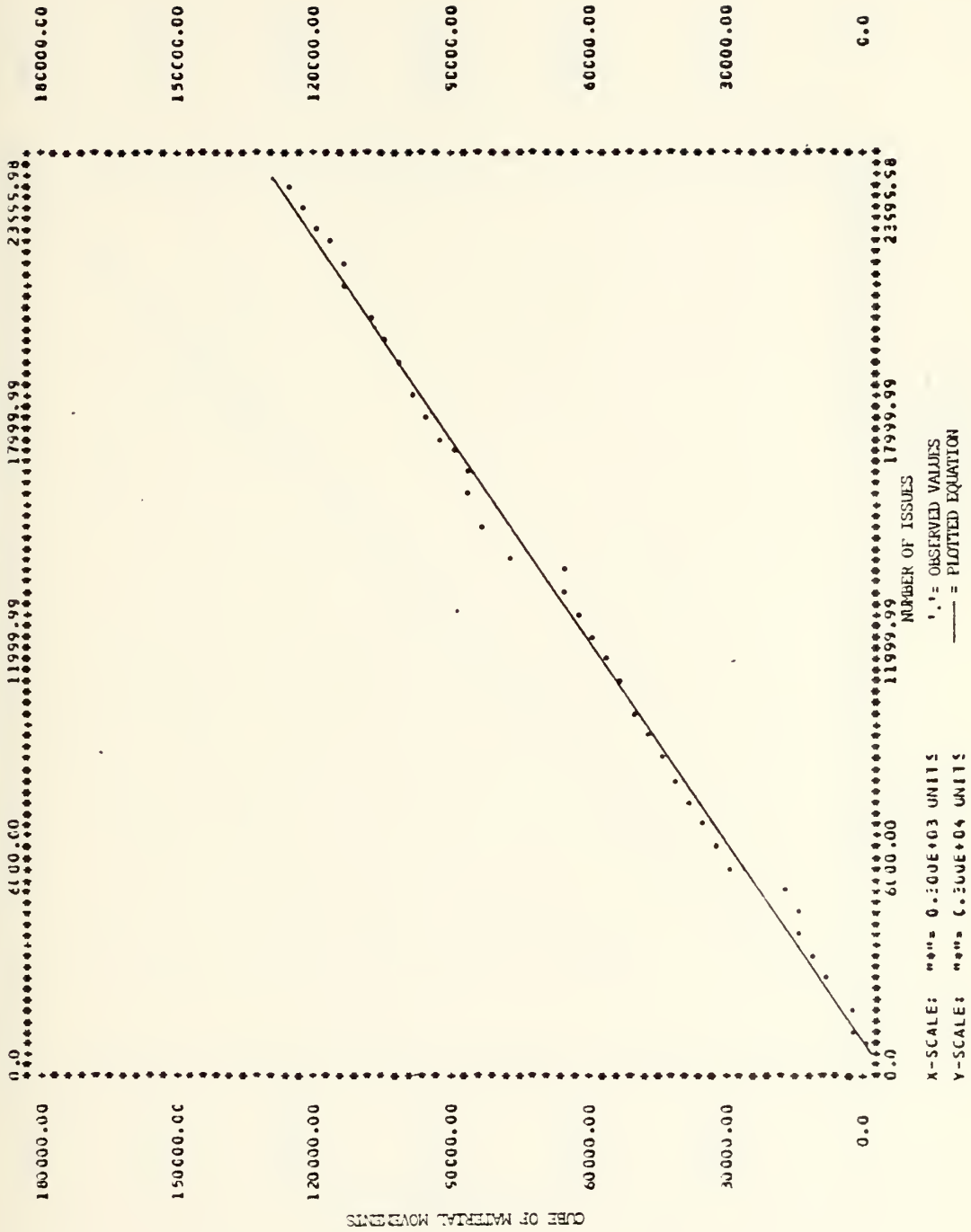
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 LOCAL MATERIAL ISSUES VS REQUISITION SUBMITTALS
 FOR LAST THREE QUARTERS OF FY80



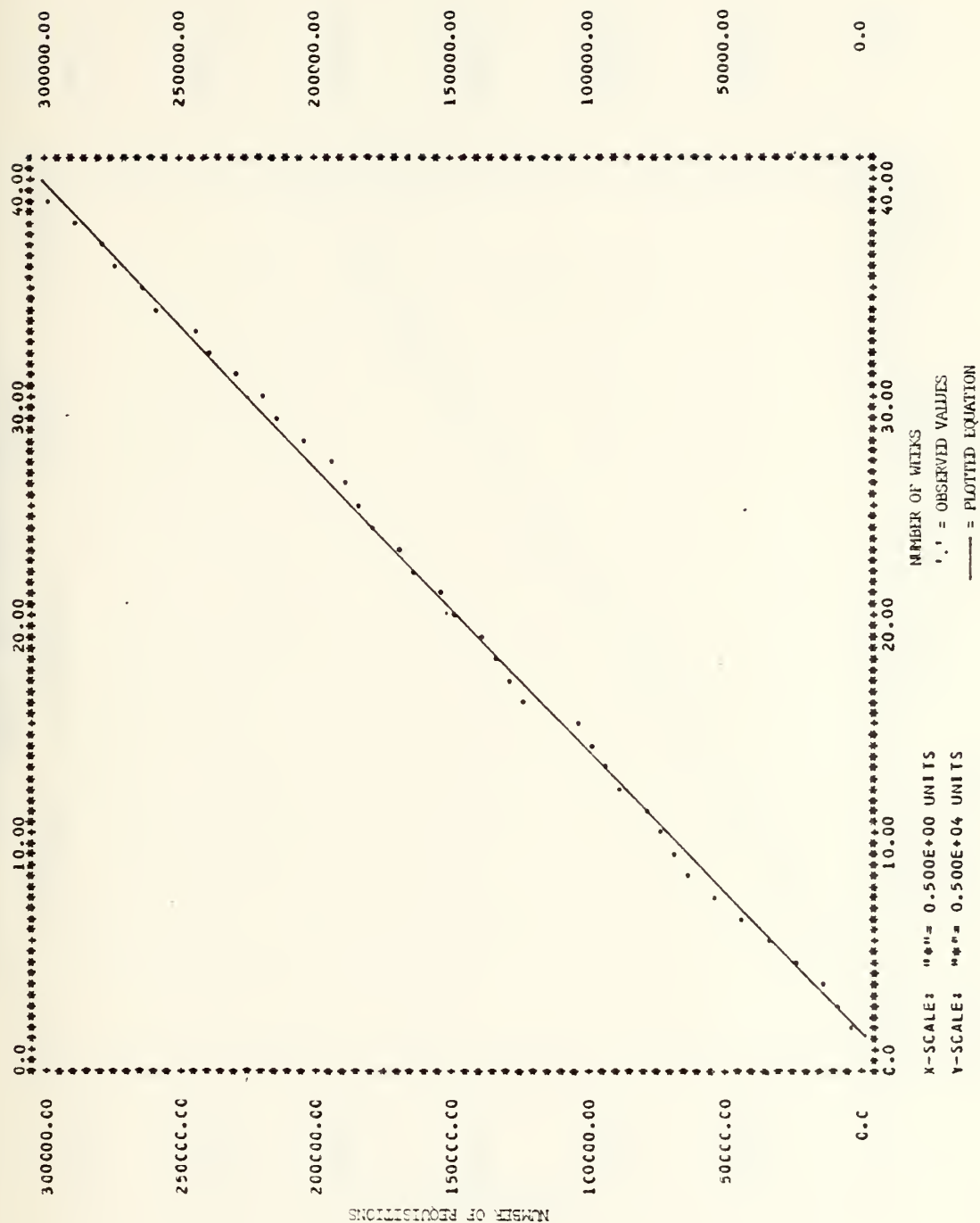
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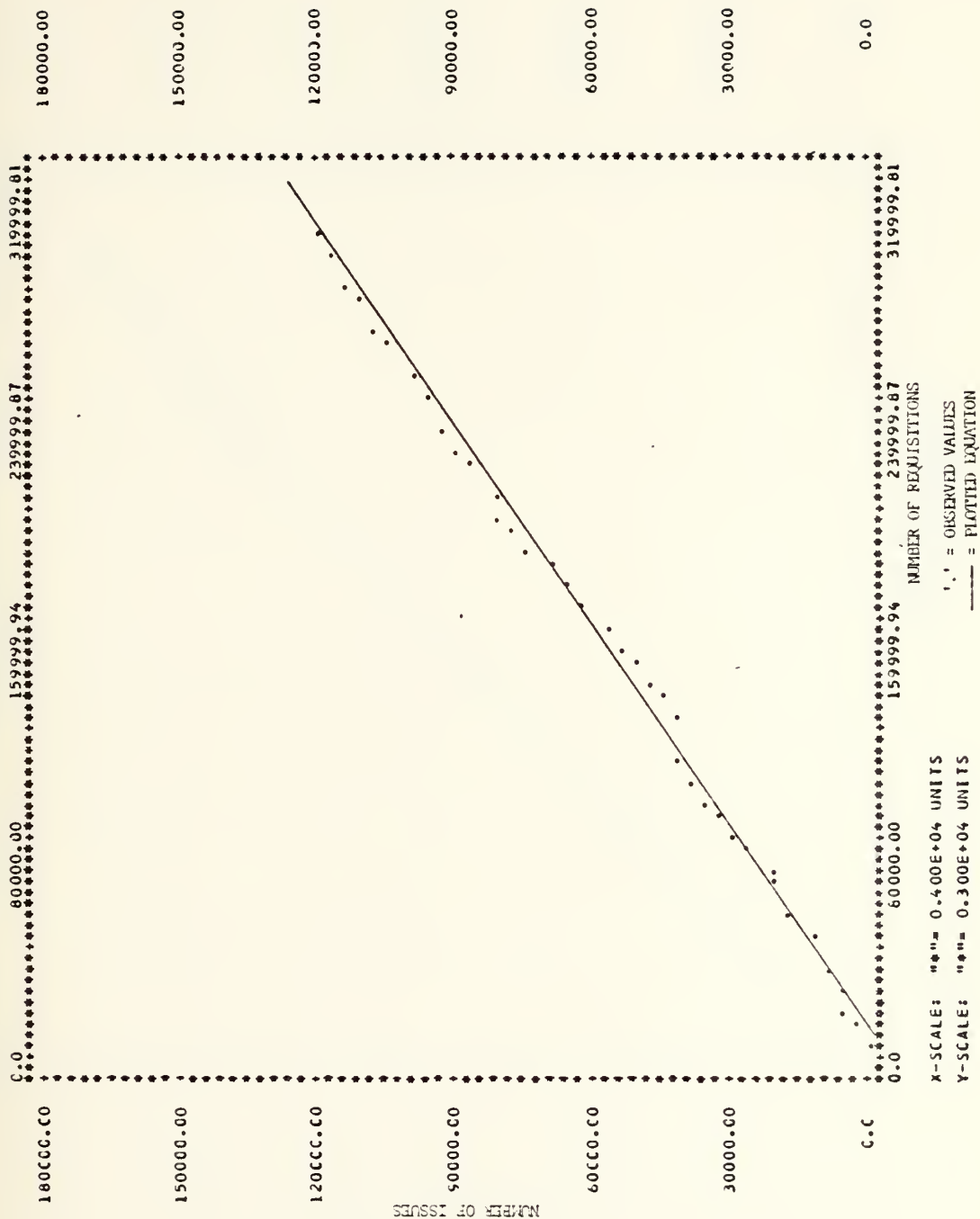
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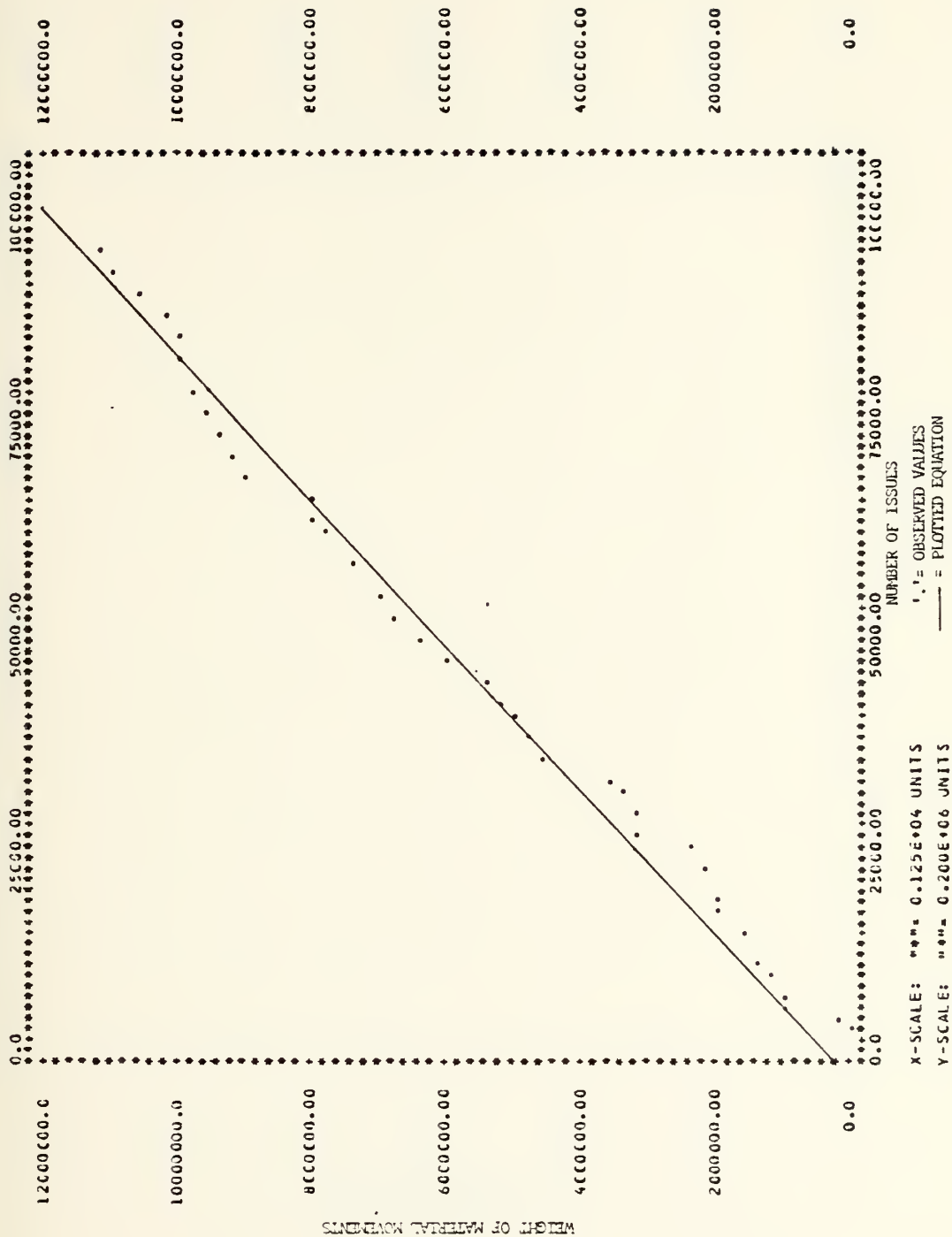
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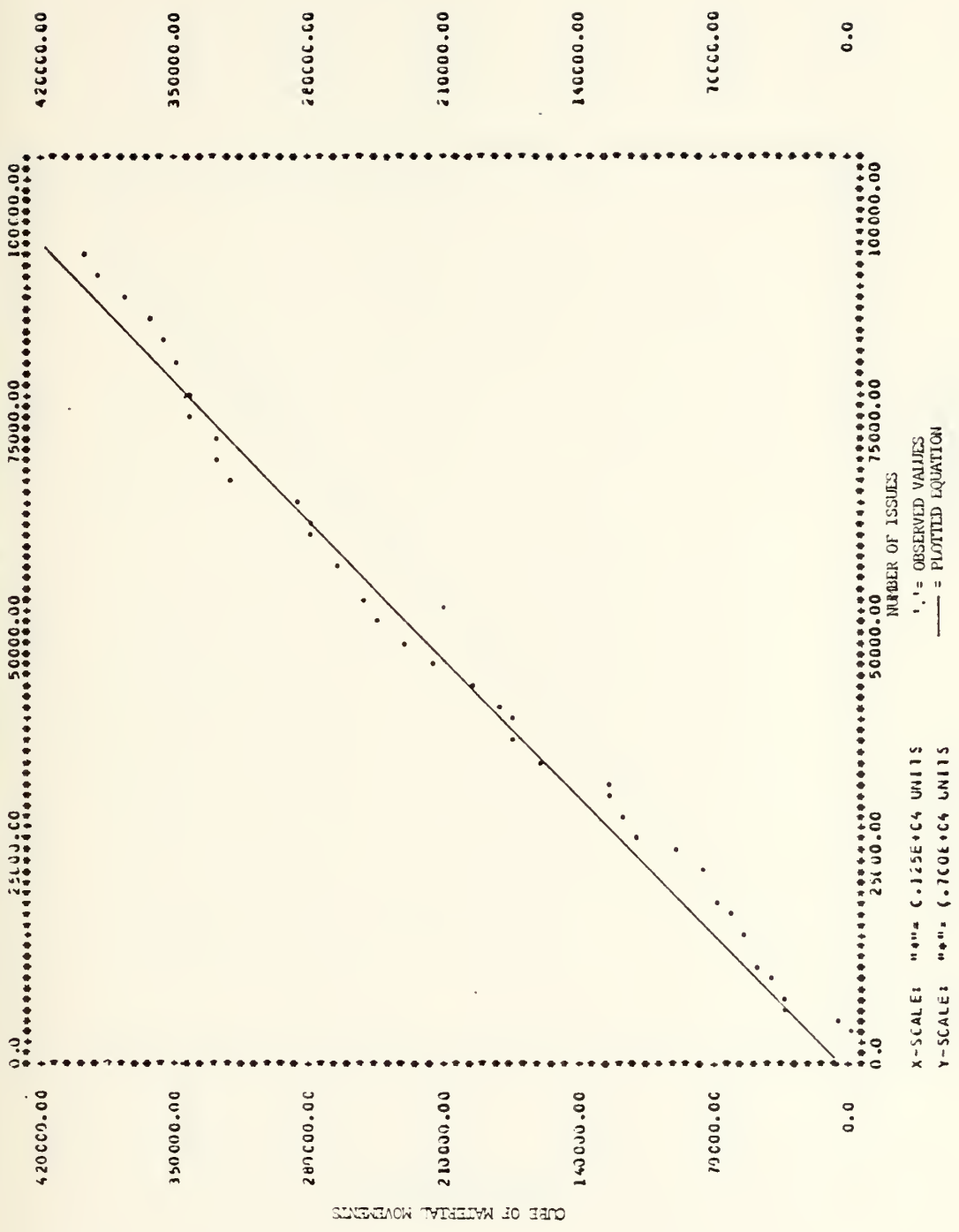
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 LOCAL MATERIAL ISSUES VS. REQUISITION SUBMITTALS
 FOR LAST THREE QUARTERS OF FY80



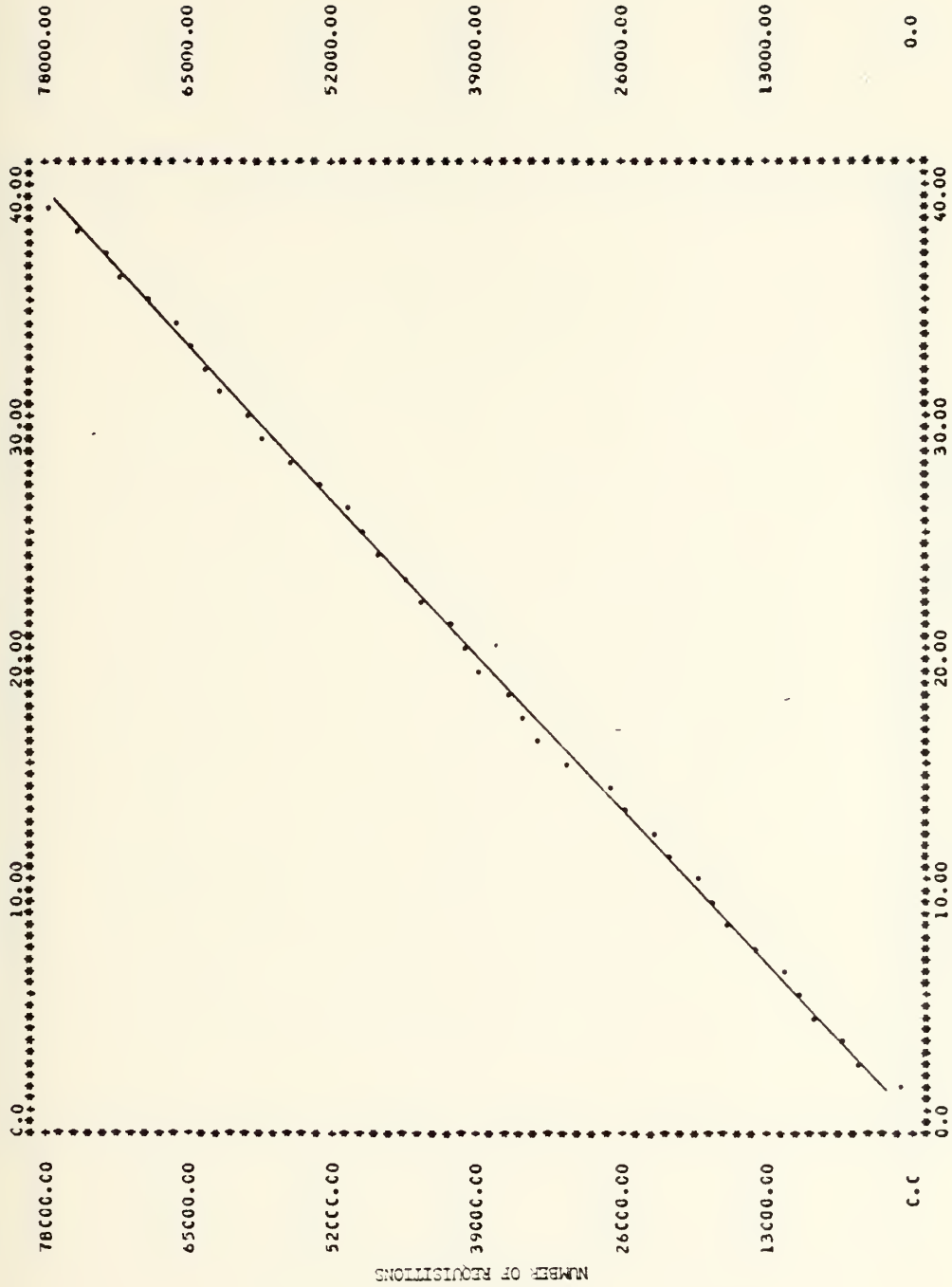
NAS NORTH ISLAND, AMPHIB BASE, AND EAST CORRIDOR AFLCAT AND ASHORE ACTIVITIES
 ZONE 8
 CUMULATIVE WEIGHT VS. CONSTRAINED MATERIAL ISSUES
 FOR LAST THREE QUARTERS OF FY80



NAS NGTF ISLAND, AMPHIB BASE, AND EAST CORRIDOR AFLOAT AND ASHORE ACTIVITIES
 CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
 FOR LAST THREE QUARTERS OF FY80



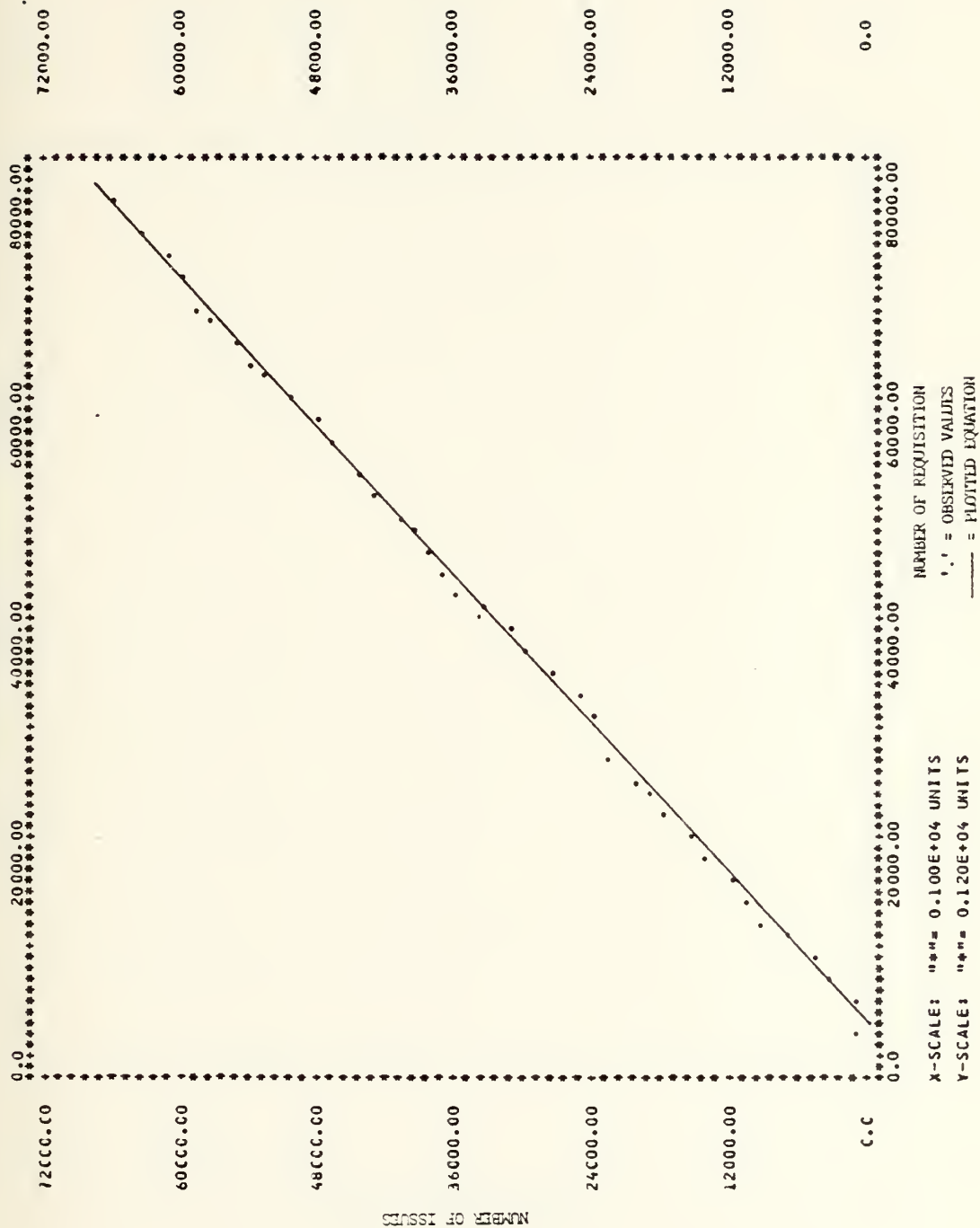
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BROADWAY COMPLEX ACTIVITIES
CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS CF FY80



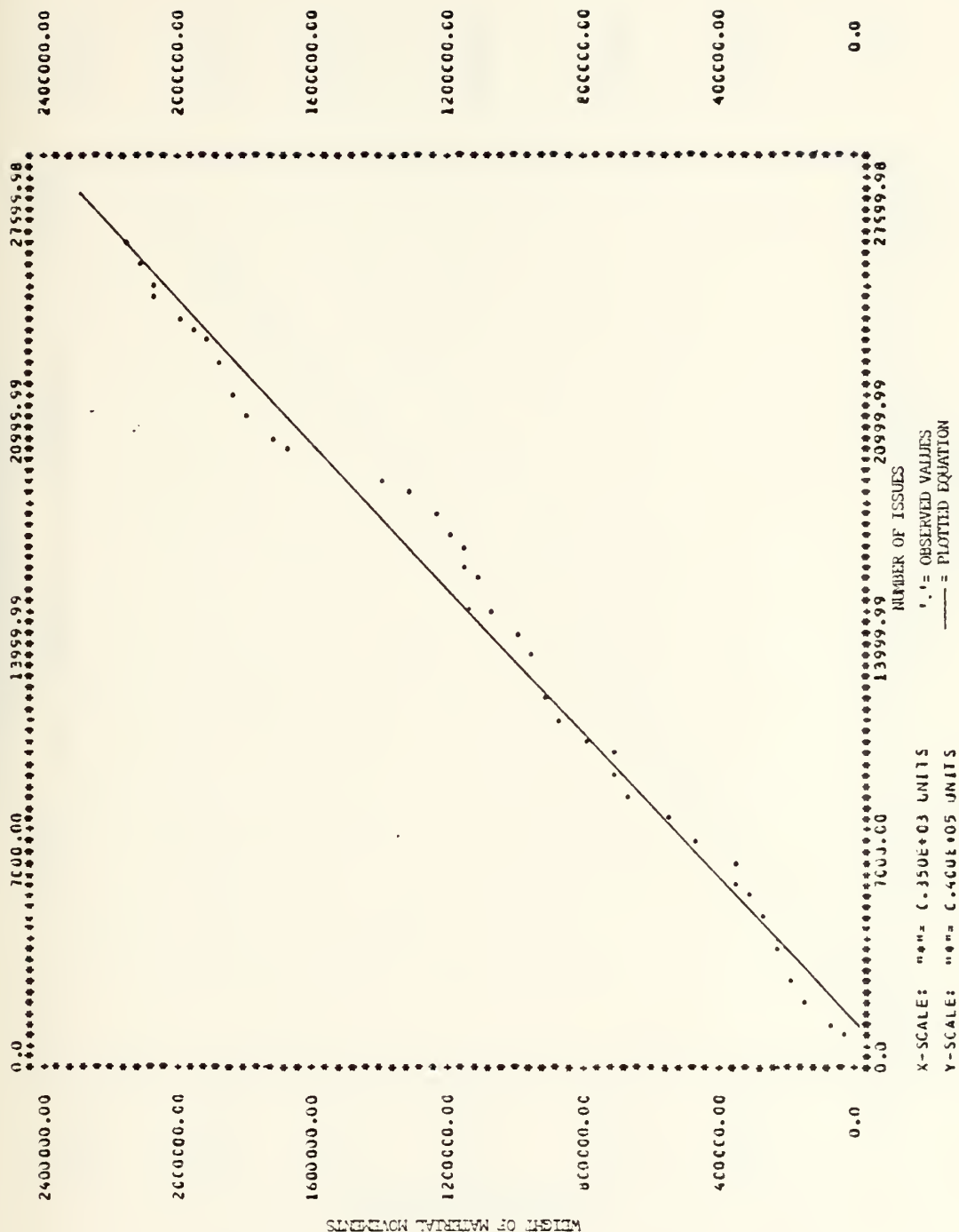
NUMBER OF WEEKS
"." = OBSERVED VALUES
—— = PLOTTED EQUATION

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Y-SCALE: ""= 0.130E+04 UNITS

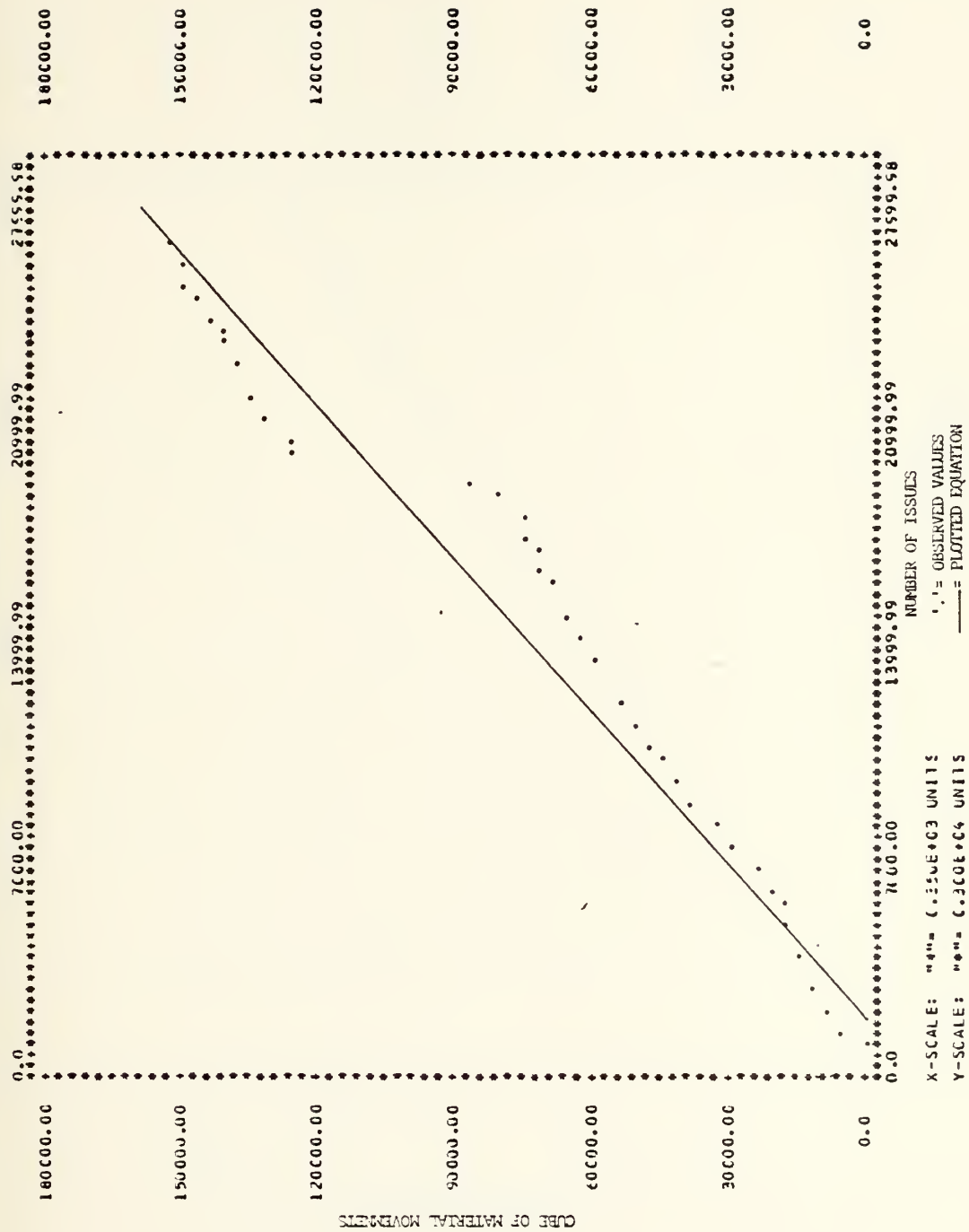
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LOCAL MATERIAL ISSUES VS REQUISITION SUBMITTALS
FOR LAST THREE QUARTERS OF FY80



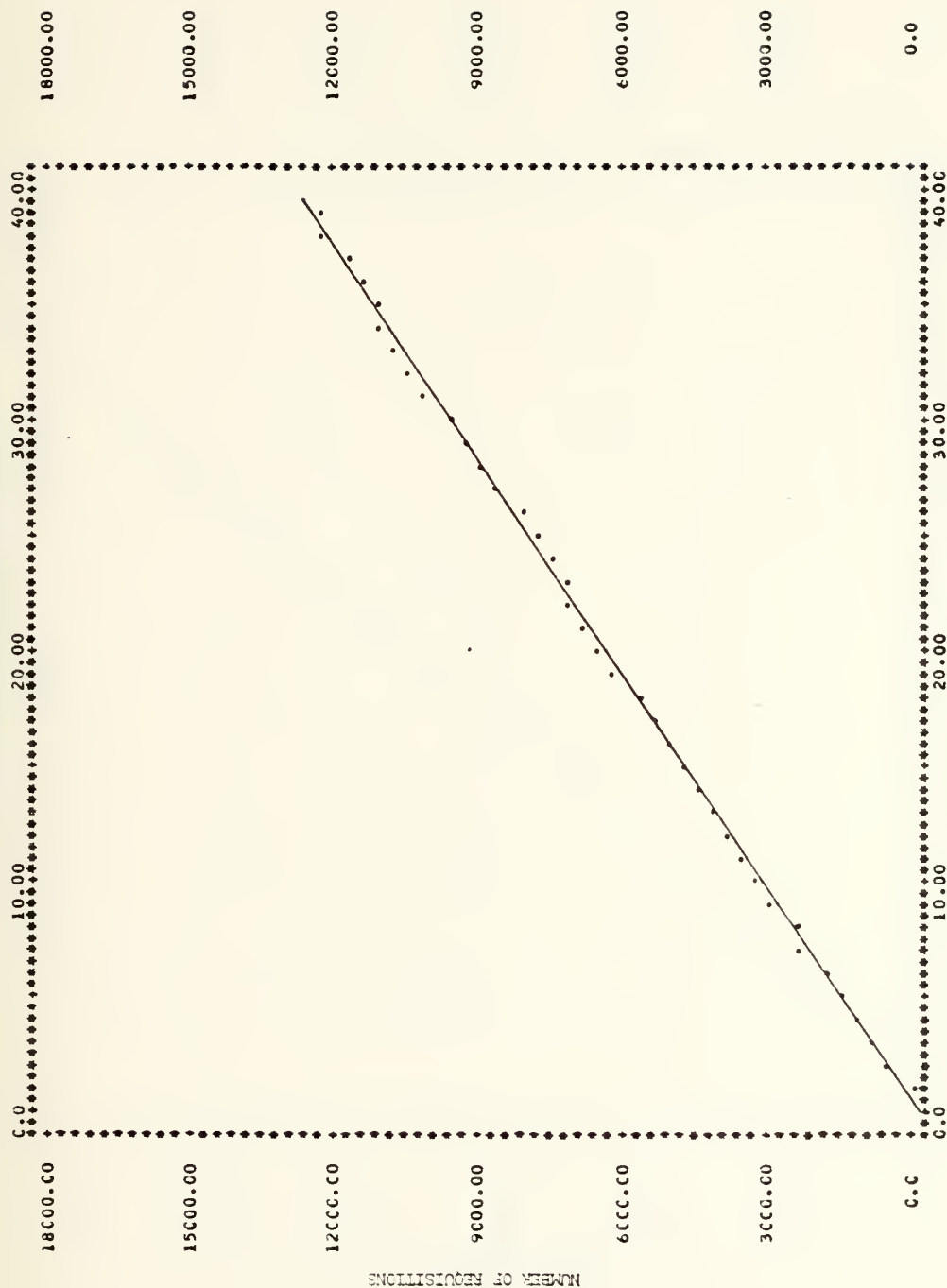
ZONE 5
BROADWAY COMPLEX ACTIVITIES
CUMULATIVE WEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF 1980



ZINE 9
BROADWAY COMPLEX ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



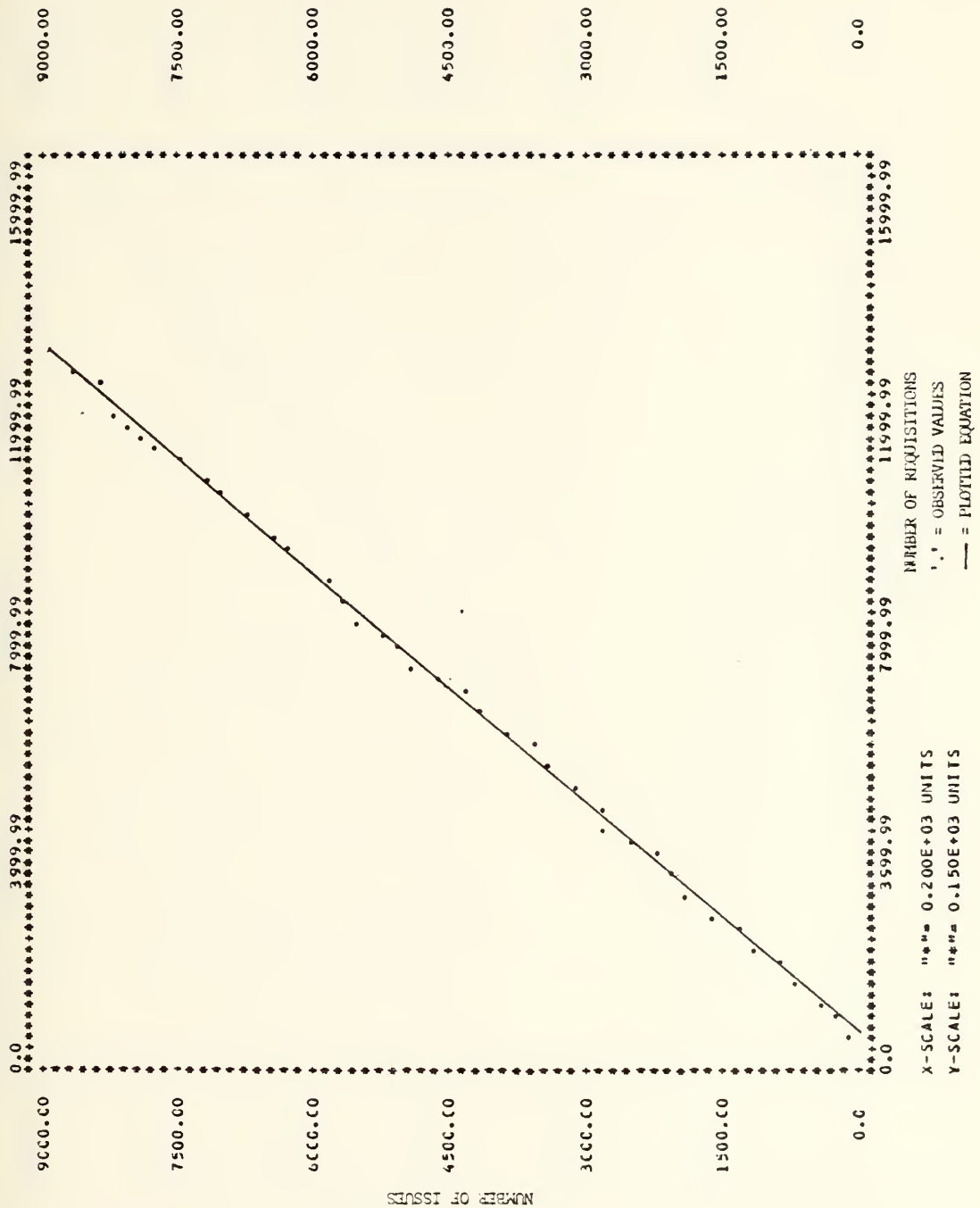
ZONE P
CAMP PENDLETON ACTIVITIES
CUMULATIVE REQUISITION SUBMISSIONS
FOR LAST THREE QUARTERS OF FY80



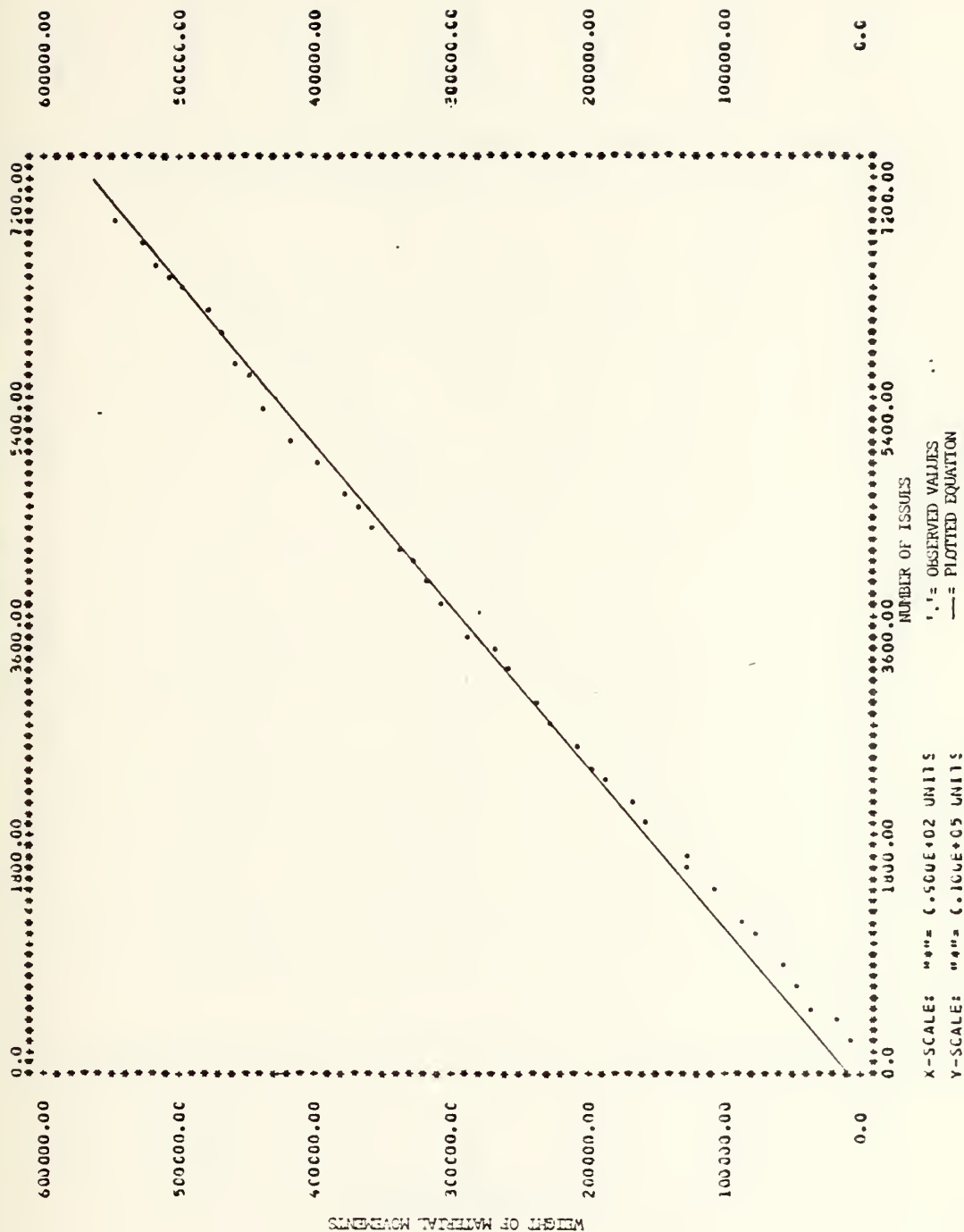
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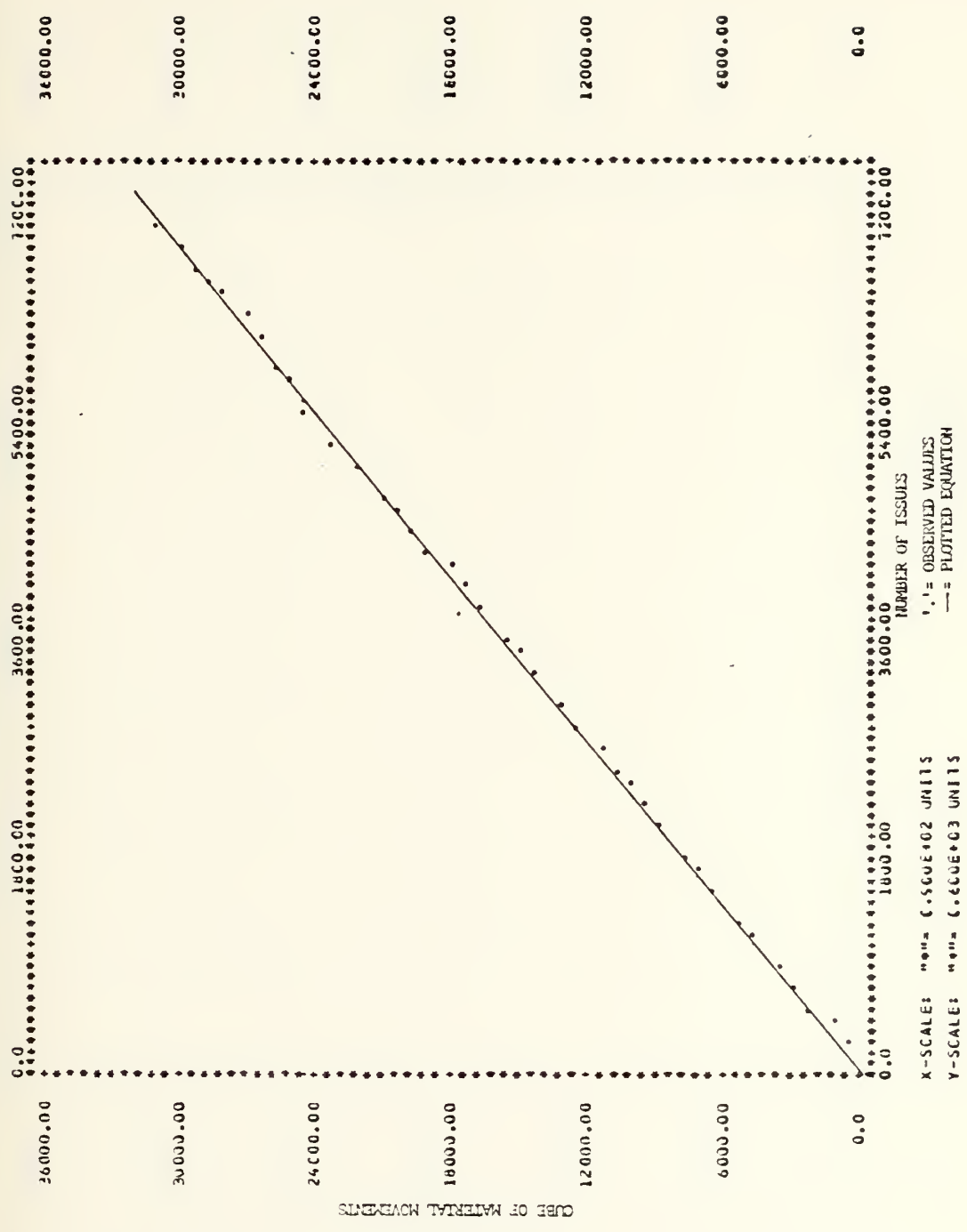
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LOCAL MATERIAL ISSUES VS REQUISITION SUBMITTALS
FOR LAST THREE QUARTERS OF FY80



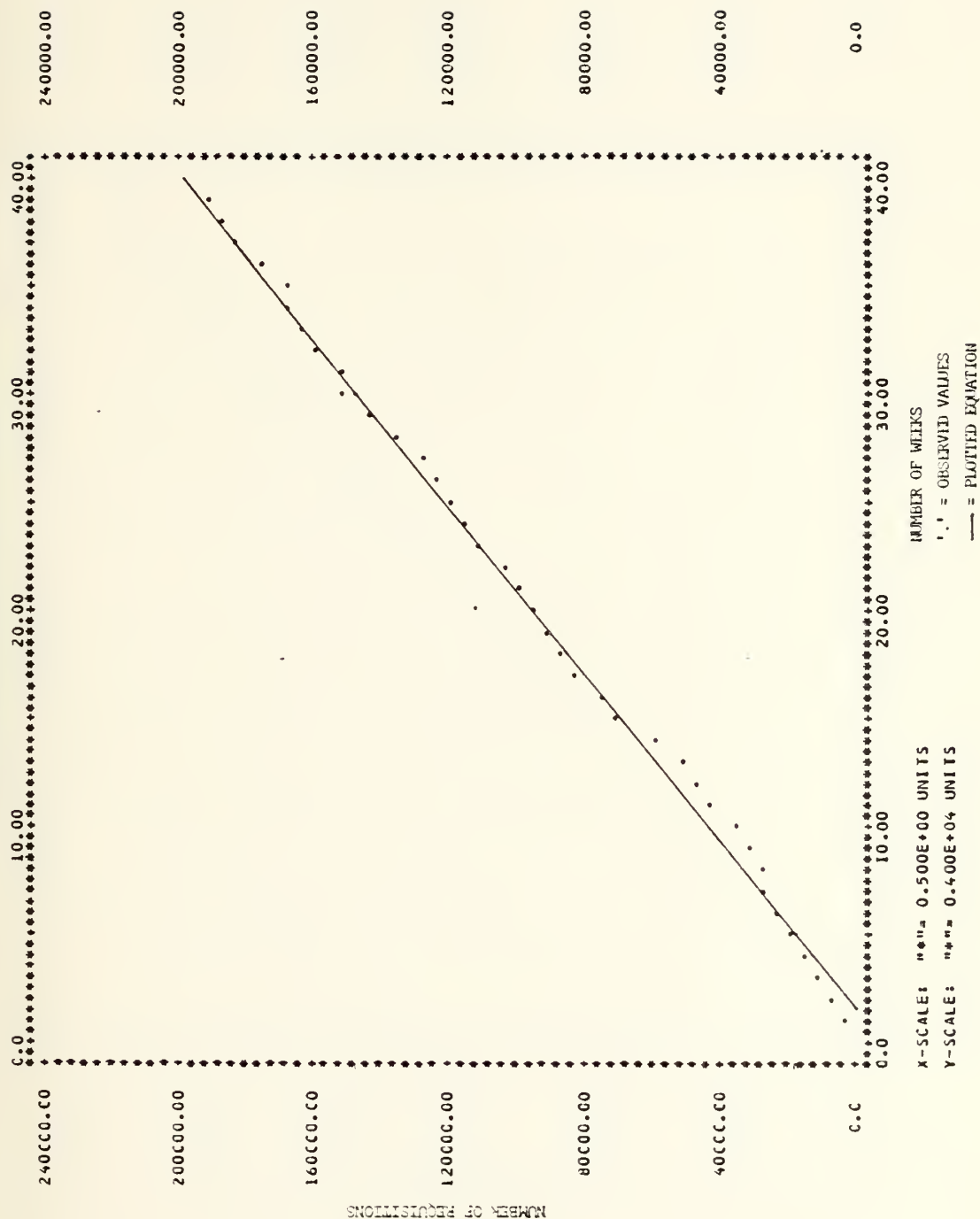
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CUMULATIVE HEIGHT VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



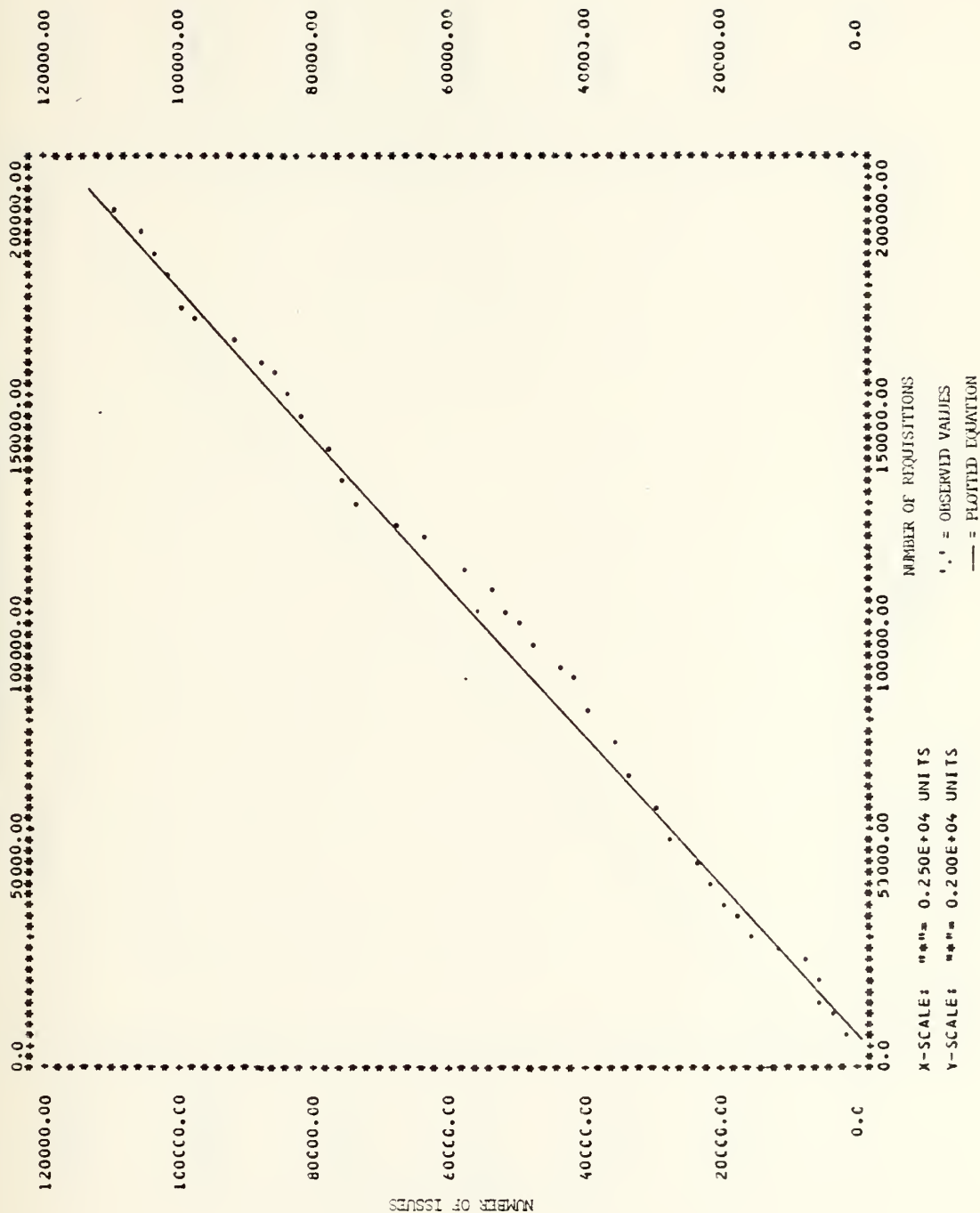
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CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS CF FY80



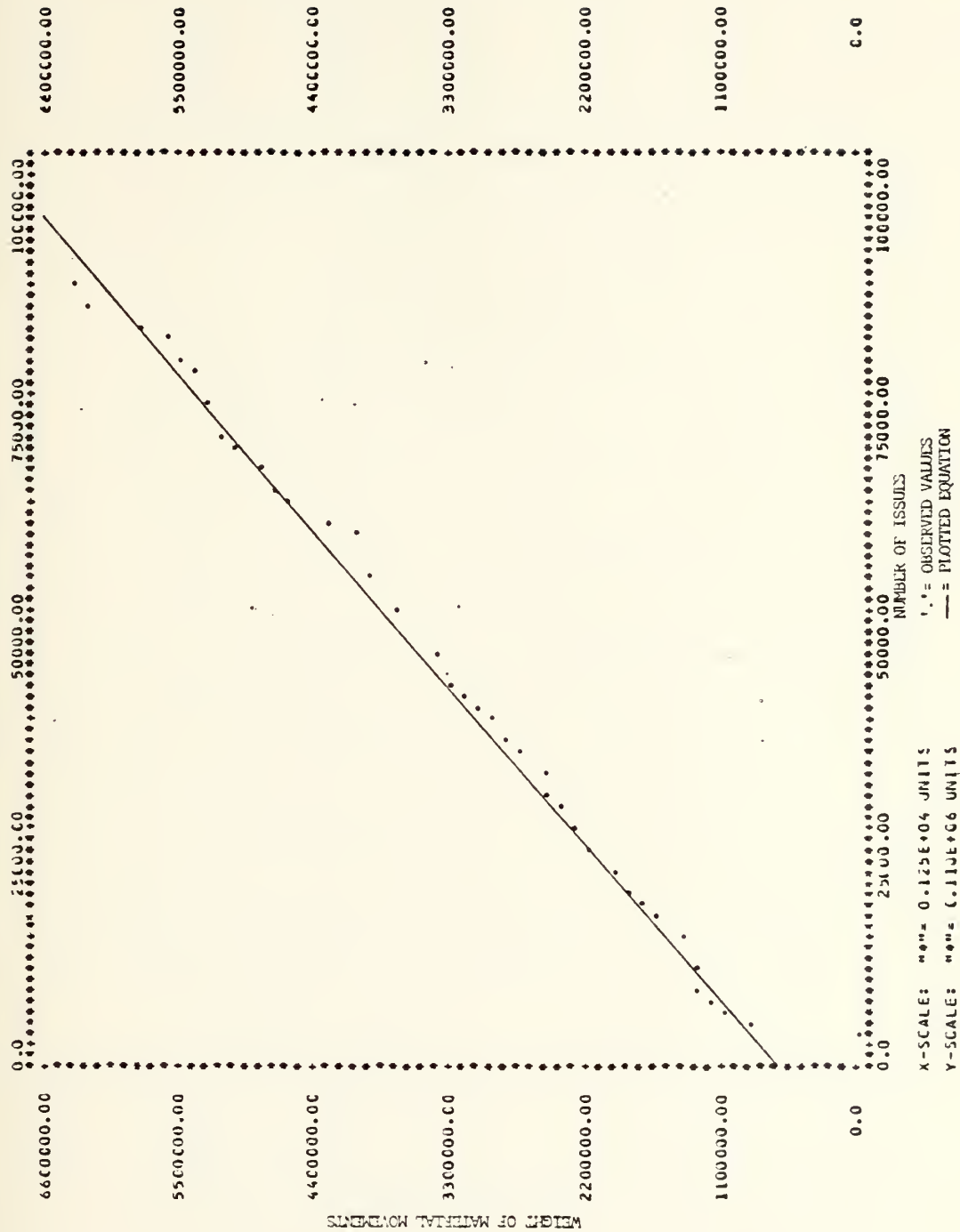
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CUMULATIVE WEEKLY REQUISITION SUBMISSIONS
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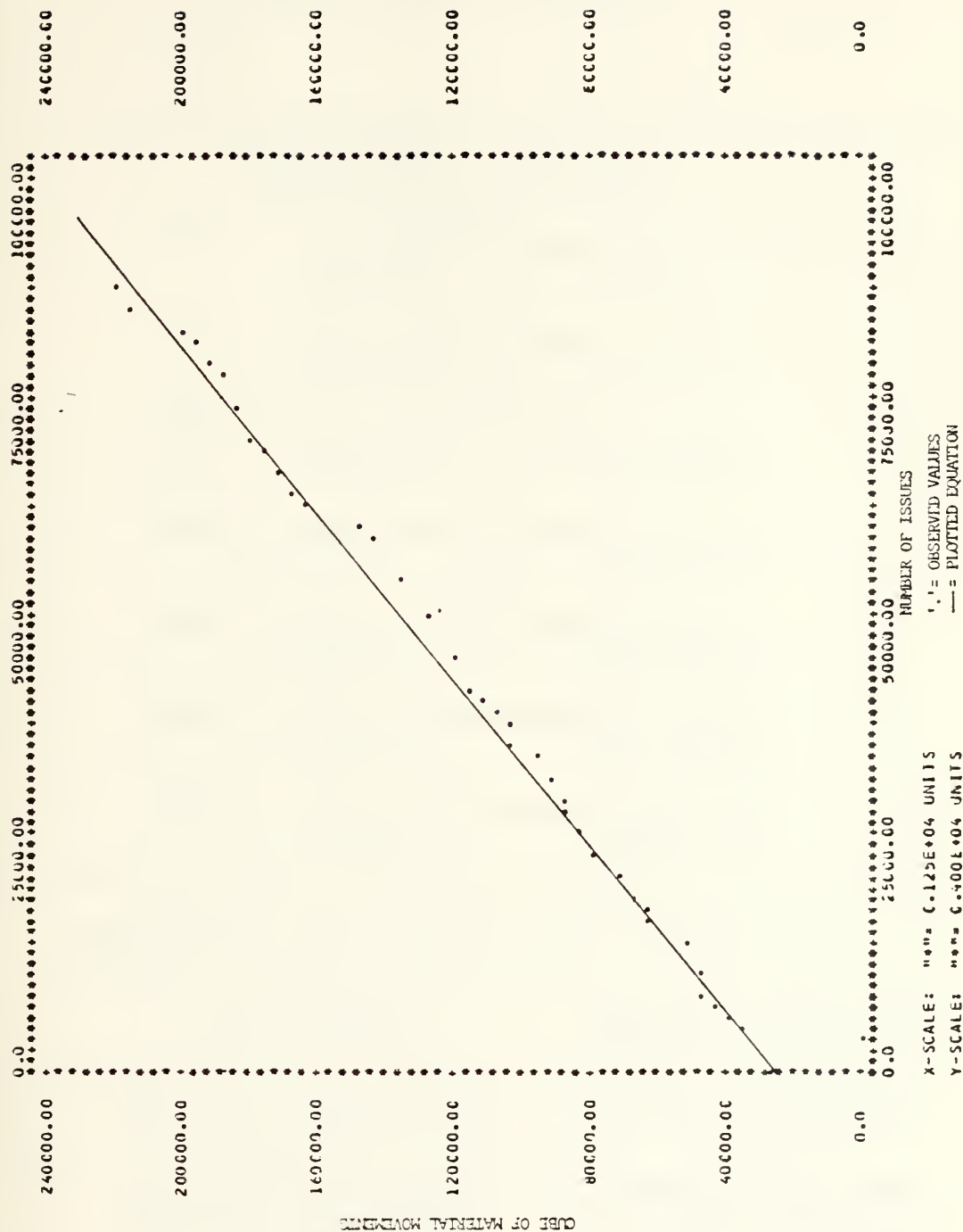
ZONE LB
LONG BEACH AELQAT AND SHORE ACTIVITIES
LOCAL MATERIALS ISSUES
FOR LAST THREE QUARTERS OF FY80



ZONE 18
LONG BEACH AFLOAT AND SHORE ACTIVITIES
CUMULATIVE WEIGHT VS. OBSERVED MATERIAL ISSUES
PER LAST THREE QUARTERS OF FY80



ZONE 1B
LONG BEACH AFLOAT AND ASHORE ACTIVITIES
CUMULATIVE CUBE VS CONSTRAINED MATERIAL ISSUES
FOR LAST THREE QUARTERS OF FY80



APPENDIX H CURVE FITTING EQUATIONS

REQUISITIONS VS TIME (WEEKS)

ZONE 1	Reqs=11,367.93 (weeks) -2461.235 $r^2=.99960$ $\sigma=3705.018$
ZONE 6	Reqs=3,029.147 (weeks) +6732.505 $r^2=.99831$ $\sigma=2035.075$
ZONE 7	Reqs=1,693.315 (weeks) +301.0040 $r^2=.99979$ $\sigma=397.2890$
ZONE 8	Reqs=7,628.354 (weeks) -3409.700 $r^2=.9994$ $\sigma=3062.546$
ZONE 9	Reqs=1,951.755 (weeks) +942.9285 $r^2=.99968$ $\sigma=573.8430$
ZONE P	Reqs=323.09940 (weeks) -62.295500 $r^2=.99966$ $\sigma=97.190000$
ZONE LB	Reqs=5,168.417 (weeks) -8324.7800 $r^2=.99869$ $\sigma=3064.9660$

UNCONSTRAINED LOCAL MATERIAL ISSUES VS REQUISITIONS

	LOCAL SHIPMENTS	UNSPECIFIED SHIPMENTS
ZONE 1	SD=.5240369 (R) -5307.005 $r^2=.99923$ $\sigma=2705.1953$	SD=.06872668 (R) +1604.4770 $r^2=.98327$ $\sigma=1672.97$
ZONE 6	SD=.5186645 (R) -3135.412 $r^2=.99844$ $\sigma=1017.3500$	SD=.04866386 (R) -266.13650 $r^2=.99528$ $\sigma=166.000$
ZONE 7	SD=.4249615 (R) -538.8669 $r^2=.99952$ $\sigma=258.55207$	SD=.03523048 (R) -189.42310 $r^2=.98195$ $\sigma=132.805$

ZONE 8	SD=.3905390 (R) -4432.140 $r^2=.99845$ $\sigma=1922.1900$	SD=.03463947 (R) -453.01500 $r^2=.99050$ $\sigma=424.124$
ZONE 9	SD=.8279520 (R) -1910.450 $r^2=.99939$ $\sigma=653.20300$	SD=.04698435 (R) -364.87980 $r^2=.98136$ $\sigma=207.545$
ZONE P	SD=.5936314 (R) -69.18642 $r^2=.99936$ $\sigma=79.521300$	SD=.03479791 (R) -72.567680 $r^2=.93386$ $\sigma=49.7676$
ZONE LB	SD=.5303205 (R) -1702.241 $r^2=.99680$ $\sigma=2543.4990$	SD=.06527485 (R) -60.595540 $r^2=.98867$ $\sigma=592.646$

WEIGHT AND CUBE OF LOCAL MATERIAL MOVEMENTS
VS LOCAL MATERIAL ISSUES

ZONE 1	WT=143.9767 (S) +1,039,029.0 $r^2=.99509$ $\sigma=595,764.119$	CU=5.3925 (S) +32,217.160 $r^2=.99518$ $\sigma=22,098.81$
ZONE 6	WT=239.2949 (S) -292,938.000 $r^2=.98919$ $\sigma=336,039.447$	CU=9.3432 (S) -7783.21900 $r^2=.98779$ $\sigma=13,956.43$
ZONE 7	WT=122.4108 (S) +9563.683000 $r^2=.99307$ $\sigma=73,602.1567$	CU=5.5068 (S) -1647.34000 $r^2=.99587$ $\sigma=2551.9600$
ZONE 8	WT=125.7431 (S) +219,567.300 $r^2=.99188$ $\sigma=318,428.411$	CU=4.5024 (S) +6769.22000 $r^2=.99126$ $\sigma=11,832.51$
ZONE 9	WT=85.95983 (S) -71,128.6200 $r^2=.98619$ $\sigma=80,283.1884$	CU=6.2877 (S) -11,577.140 $r^2=.95321$ $\sigma=10,992.90$
ZONE P	WT=79.01907 (S) +9688.073000 $r^2=.99880$ $\sigma=5717.857750$	CU=4.4429 (S) +452.574800 $r^2=.99948$ $\sigma=211.64231$
ZONE LB	WT=62.76307 (S) +672,592.200 $r^2=.98982$ $\sigma=173,727.160$	CU=2.1301 (S) +27,009.080 $r^2=.98830$ $\sigma=6326.3605$

Legend: weeks = number weeks from start of measurement period
SD = number of local material issues
R = number of requisitions
WT = weight
CU = cube
S = number of local material issues

r^2 = coefficient of determination

σ = standard deviation of observed values
from curve

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